

THE ILLUSTRATED LONDON NEWS

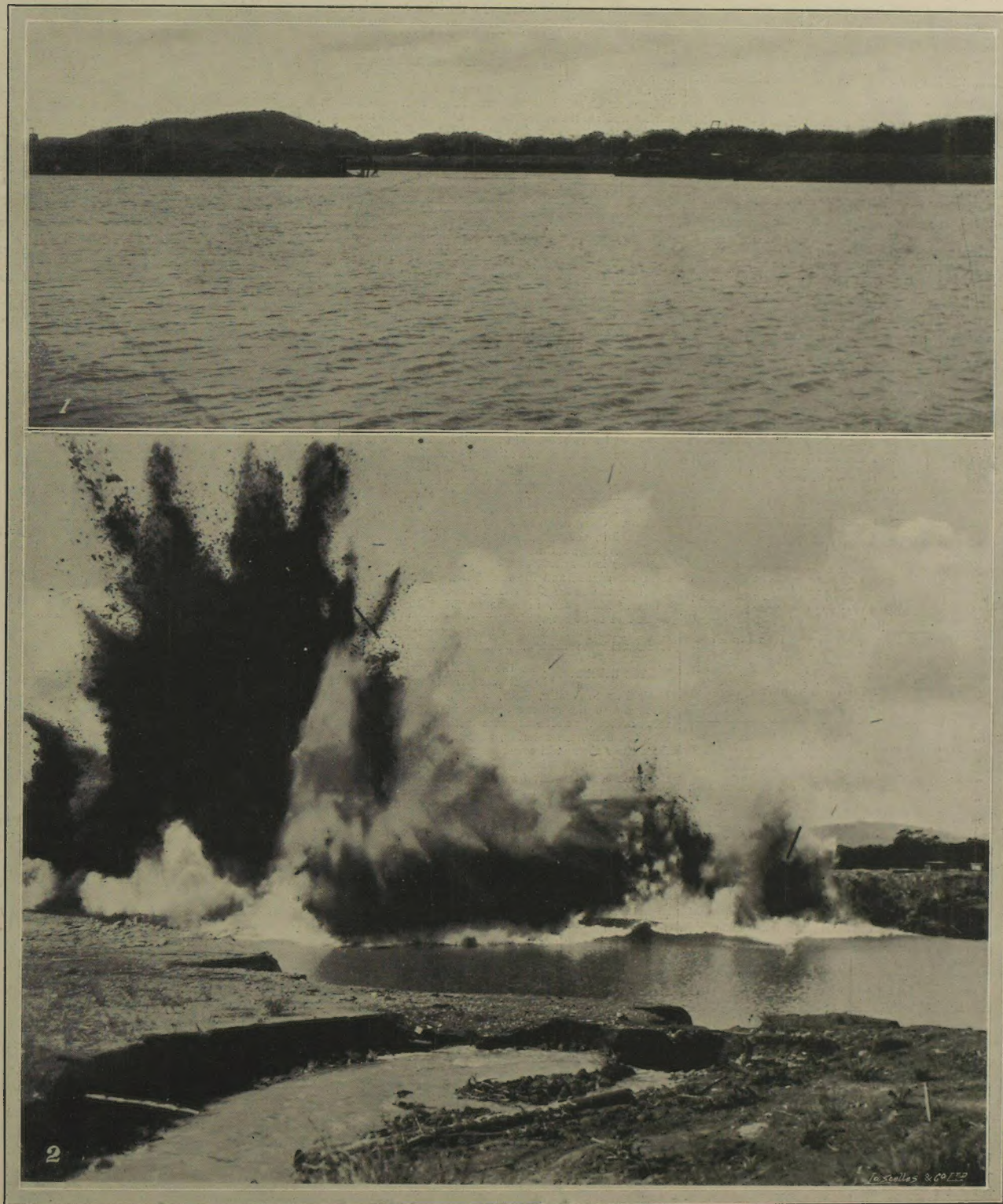
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No. 3885. — VOL. CXLIII.

SATURDAY, OCTOBER 4, 1913.

SIXPENCE.

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1. AFTER THE LAST REMAINING BARRIER AT THE PACIFIC END OF THE PANAMA CANAL HAD BEEN BLOWN UP BY DYNAMITE: THE WATERS OF THE PACIFIC OCEAN IN THE CANAL, BETWEEN JAMBOA DIKE AND THE MIRAFLORES LOCKS.

On the morning of Sunday, August 31, the last remaining barrier at the Pacific end of the Panama Canal was blown up by dynamite, and, when the tide rose a few hours later, the Pacific Ocean poured its waters into the Canal between Jamboa Dike and the Miraflores Locks. About twenty tons of dynamite formed the blast. This was planted in 541 holes of an average depth of thirty feet, was fired by electricity, and tore a great gap in the barrier. The actual breaking of the barrier occurred not then, but during the afternoon, when the tide was level with the

2. HUNDREDS OF TONS OF MUD AND STONES HURLED INTO THE AIR: THE EXPLOSION OF THE TWENTY TONS OF DYNAMITE WHICH BROKE DOWN THE LAST BARRIER AT THE PACIFIC END OF THE PANAMA CANAL.

top of the gap. Then a workman dug a tiny trench with a shovel; a rill of water trickled through this; the break widened; and an hour later a torrent with a thirty-five-foot fall was pouring through a 400-foot-wide opening into the Canal. By three o'clock the Canal, which is 5000 feet long and 500 feet wide at this point, was filled. Dredgers afterwards began the removal of the last traces of the barrier. Two days after the blowing-up of the Pacific barrier, it was arranged that operations to remove the barrier at the Atlantic end should be begun.

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THE POLDERS OF THE ZUIDER ZEE.

(See Illustrations.)

History of the Various Projects.

The proposal to turn a part of the Zuider Zee into dry land, to which reference was made in Queen Wilhelmina's Speech to the States-General, is not by any means a new idea—in fact, a Bill for empowering its southern portion was actually brought forward nearly forty years ago. The first serious proposal emanated in 1849 from an engineer named Van Diggelen, this being followed by Beyerinck's scheme for draining the southern half in 1866. After various surveys, borings, etc., had been made, a Bill embodying this scheme was introduced in 1877, but, the Heemskerk Ministry being defeated soon after, it was withdrawn. The Zuider Zee Vereeniging was formed in 1886. This association devoted itself to studying the whole question of the advisability or otherwise of draining the Zuider Zee, and the best means of carrying out the idea if found advantageous. The members have issued a number of works dealing with various aspects of the project, and at the Shipping Exhibition now being held in Amsterdam they are showing a very interesting exhibit connected with it. It consists of two huge ordnance maps of the district, one showing it as it was when Van Diggelen's proposal was made, the other as it is and will be when the four new polders are completed. The former is interesting as showing the Haarlem Lake and the lakes west of Amsterdam as still in existence. In 1892 this association, having undertaken exhaustive researches, issued a scheme for the formation of a fresh-water lake and four polders, and this scheme was approved (with slight modifications) by a Royal Commission in 1894. In 1901, Dr. Lely, Minister of "Waterstaat" in the present Cabinet, introduced a Bill for the draining of the Wieringer Meer (north-west polder) and the south-west polder; this Bill did not pass, and Kraus's Bill—for the draining of the former tract only—met with a similar fate in 1907. There is no Bill yet before the House.

Difficulties Encountered at Present in the Zuider Zee.

The Zuider Zee, formed about six hundred years ago by the overflowing of Lake Flevo, is a shallow sea-water lake which, owing to the narrow openings to the North Sea, is very little affected by tides. Like the Haarlem Lake, however, it is susceptible to the influence of certain winds, which force the water up the sea-dikes to a considerable number of feet above the normal level. The ordinary water-supply of North Holland north of Amsterdam is the rain, there being no rivers. The land is below the level of the sea, and it is only when the latter is at normal level that the water raised from the land into the high-level canals can be let out from the locks in the dike. In bad weather the sea is too high to admit of this; and if rain and storms continue, as they did last year, for any length of time, the water accumulates in the canals. The amount of water allowed in these canals is governed by very strict rules, and, once the limit is reached, the polders are in danger of flooding. Conversely, in a dry summer, although the sea may be low, the canals may be lower still, and with the passing of barges through the sea-locks more or less of salt-water is admitted into the canals. The cattle drink from the canals, and the brackish water is bad for them, affecting the milk; the cheese industry suffers in consequence. This year, in some parts of Holland, tubs of water had to be set out in the fields for the cattle to drink from. The provision of a fresh-water lake, whose level is amenable to control, would meet these difficulties.

The Scheme.

Into the southern part of the Zuider Zee flow several rivers, notably the IJssel, Zwart Water, Eem, and Vecht. Therefore, the first part of the scheme consists in making an embankment across the north entrance to the sea, thus preventing the sea-water from entering, with the result that the water from these rivers will eventually turn the enclosed portion into a fresh-water lake. It is proposed after that to make an embankment from the east end of the Island of Wieringen to Piaam in Friesland, and a smaller one across the Amstel Diep (between Wieringen and North Holland). The larger embankment will have thirty-two locks or sluices at its western end, two for ships, the remainder for letting out the water. It will also carry a road and a railway, thus linking up North Holland and Friesland. The polders will then be constructed, the present seaports, which would become inland towns, being joined by canals running along what is now the coast. If the major scheme goes through, the polders will be made in the following order: The north-western, or Wieringer Meer polder; the south-eastern, from Muiden to Kampen (this will necessitate the River Eem being deflected into the Vecht); the south-western, to include Marken Island; and last, the north-eastern, including the islands of Urk and Schokland.

Statistics.

If the recommendations of the Royal Commission of 1894 are adopted, the amount of land reclaimed will total 211,830 hectares (about 530,000 acres). The surveys have shown that this is nearly all clay or sandy clay, and therefore, fertile land, the centre portion of the sea only (that to be used as a fresh-water reservoir) being unfit for cultivation. It is estimated that the annual yield of the new land will total 68,000,000 gulden (over £5,000,000), as against the 2,000,000 gulden produced by the Zuider Zee fisheries. The time occupied in building the embankment will be about nine years; the total time occupied being from thirty-three to thirty-six years, and the cost being between £15,000,000 and £16,000,000. The latter includes dredging, compensations, military works, etc. The polders will be provided with canals for drainage and for navigation. Vessels will be locked down from one level to the next until they come to the sea-dike, where they will be raised by locks into the lake—and at these points steam-pumps will be stationed for draining the polders. The inauguration of a project for providing Holland with a new province will seem a fitting accompaniment to the celebrations now taking place in honour of the Centenary of Dutch Independence, and the progress of the scheme will be watched with interest.

CECIL KING, R.B.A.

THE PLAYHOUSES.

"THE ADORED ONE" REVISED.

GRATE and rare in an artist is the courage which can look at work conscientiously conceived through other people's eyes. Fine is the spirit which can acknowledge a mistake and set at once about retrieving it. Sir James Barrie is thus brave and thus adaptable. Bowing to the general opinion that the basis of his play, "The Adored One," was repellent to natural sentiment, and that it is impossible to regard murder as a subject for comic treatment, he has with surprising celerity and thoroughness reshaped his story and removed all ground of offence. No longer are we asked to suppose that Leonora actually pushes a man out of a train because he opens the carriage-window and so increases her child's cold; her fellow-guest takes literally a little jest of hers and dreams the Old Bailey trial-scene, with the result that grim burlesque becomes converted into quaint fantasy; while, in addition, the playwright has written an entirely new third act, which is in his happiest blend of humour and sentiment. And now laughter and applause greet his efforts as well as the vivacious acting of Mrs. Patrick Campbell and the travesties which Sir John Hare, Mr. Eric Lewis, and Mr. Farren supply of law-court procedure. For "The Adored One" has been transformed into a delicious entertainment which piquantly contrasts with that miniature masterpiece, "The Will," and proves a fitting companion for a piece that stood in no need of the smallest revision. The Barrie programme at the Duke of York's ought now to bring back the Barrie luck to Mr. Frohman's theatre.

"THE FUGITIVE," AT THE PRINCE OF WALES'S.

It would have been a pity if a drama of so earnest and powerful a type as Mr. Galsworthy's "Fugitive" had been obliged to confine its appeal to matinee-audiences. Grateful as we must be to the young managers of the Court for staging what may not be one of the author's most convincing efforts, but is none the less a sincere attempt to handle a social problem of our day, we must all be glad that by being placed in the evening bill at the Prince of Wales's, it is able to reach a wider public, if only for its impressive last act, in which the heroine's surrender to the superior forces of outraged society, and her refuge in death, are set out with all the lucidity and reticence that are the great recommendations of Mr. Galsworthy's art. "The Fugitive" merits the attention of every thoughtful student of our stage. Once more Miss Irene Rooke's study of the sex-rebel who makes so gallant a fight against the conventions is immensely helpful to the author's purpose, and once more Mr. Claude King and Mrs. Tapping give the leading actress just the right sort of support.

"THIS WAY, MADAM," AT THE QUEEN'S.

Gallic farce without the Gallic lightness of touch is a description which does no substantial injustice to Messrs. Sydney Blow and Douglas Hoare's latest attempt at adapting an after-dinner entertainment from the French. "This Way, Madam" derives from the "Aimé des Femmes" of MM. Hennequin and Mitchell, and that its characters and situations are of the familiar sort—that fifty wives and credulous husbands and male fiends are plunged into imbroglis in which a comic valet and a mix of a girl take a hand—would matter little if the action were only brisker and the plot did not sometimes tumble to pieces. Fortunately, amid the inevitable hide-and-seek scramble through doors, one figure gradually disengages himself sufficiently to produce a pleasant impression—thanks in part to his representative. The male dressmaker, Desroches, who has such a fatal fascination for his lady clients, and is so sick of their adoration that he welcomes with delight the termagant moods of a little typist by no means so complacent as they, proves in the person of Mr. Maurice Farkoa companionable and amusing; while Miss Mabel Sealy as the typist, if rather too self-assured and lacking in subtlety as to methods, keeps the pace of their quaint love-story going, and is at any rate vivacious. Besides the chief play and a first piece, the Queen's offers other attractions just now, including a band in the vestibule; while on non-matinee afternoons visitors may count on concerts and "tango" teas and dances.

"THE NEW DUKE," AT THE COMEDY.

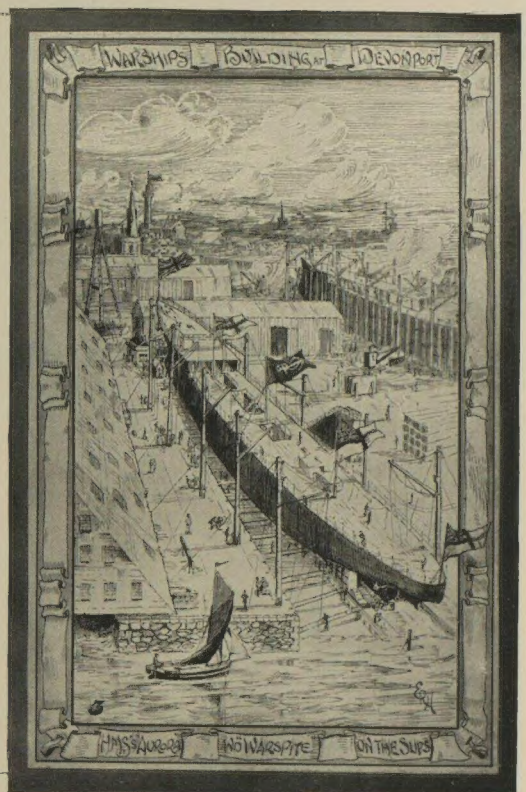
Mr. Weedon Grossmith made it tolerable, but even he had all his work out to save Mr. Douglas Murray's so-called farce from being boring. There is something funny, no doubt, in the idea of this favourite comedian figuring as a scientist who, *nolens volens*, succeeds to a dukedom, and, though possessed of the strongest views on Eugenics, finds himself being harried and bullied and persecuted by a family of relatives into marrying a member of an aristocratic stock which he regards as effete. The struggles of Mr. Weedon Grossmith's duke to dodge the pursuit of a hectoring dowager and her too-complacent daughter are just at first only less ludicrous than his scientific courtship of a new-style Audrey, whose measurements and physique have been duly tested by colleagues, or the proud strut with which he heralds the approach of twins which turn the scale at record weights and are to create a revolution in the blue blood of Old England. But so much that is heavy and artificial and laboured is mixed up with Mr. Murray's fantasy that the story provokes as many yawns as laughs. It needs all Mr. Grossmith's buoyant simulation of despair, all Miss Dorothy Drake's vivacity in the Audrey rôle, all Miss Mary Brough's low-comedy exuberance as the duke's obese mother-in-law, to make us forget the longueurs and occasional inanities of the play, and to permit us to pardon the fact that clever artists such as Miss Mary Rorke are wasted on grotesque caricatures.

(Other Playhouse Notes on "Art and Drama" Page.)

NOTE TO CONTRIBUTORS.

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THE NATION MILITANT; AND THE CHURCH MILITANT: A CONTRAST.



1. THE FIRST OF THE BRITISH NAVY'S DESTROYER-DESTROYERS: THE LIGHT ARMoured-CRUISER "AURORA" AS SHE WILL APPEAR WHEN COMPLETED.

2. THE LAUNCH OF THE "AURORA" AT DEVONPORT: THE SHIP AFTER SHE HAD TAKEN THE WATER, NAMED BY MRS. GEORGE LAMBERT.

3. UNDER CONSTRUCTION: THE "AURORA," FIRST SHIP OF HER KIND FOR THE BRITISH NAVY, ON THE SLIPS AT DEVONPORT (IN THE FOREGROUND).

The launch took place at Devonport Dockyard on September 30 of the light armoured-cruiser "Aurora," the first of a new class described officially as destroyer-stroers,

and called by Mr. Winston Churchill the smallest, cheapest, and fastest vessels protected by vertical armour ever projected for the British Navy. They use oil fuel only.

DRAWINGS BY ERNEST R. HARRINGTON, FROM THE OFFICIAL SOUVENIR OF THE LAUNCH; PHOTOGRAPHED BY TOPICAL.



THE OPENING OF THE FIFTY-THIRD ANNUAL CHURCH CONGRESS: THE PROCESSION IN THE HIGH STREET AT SOUTHAMPTON; WITH NUMEROUS BANNERS.

The Church Congress was opened at Southampton on September 30. The procession to the Congress Services in three of the principal churches was of imposing dimensions, and the Archbishop of Canterbury, with the Archiepiscopal Cross borne before him, was

the chief figure in a great gathering of clerical representatives of the Church. An immense number attended in the Coliseum to witness the opening proceedings of the Congress. [PHOTOGRAPH BY L.N.A.]



By G. K. CHESTERTON.

THE notions really at the back of the modern mind, which are most of them wrong, very seldom express themselves in a good clear style in which they can be dealt with. When they do, we owe gratitude to those who can thus put the wrong notions in the right way. Yet it is very rare, and it is only by the accident of turning over an old copy of *London Opinion* that I find in the entertaining page which Mr. MacDonald Rendle contributes to that paper a direct statement of a position with which, sooner or later, we must deal. It begins, "No greater rubbish can be conceived than the talk of 'good old times.'" This has been a vile, barbarous, wicked kingdom, and we may thank our stars we didn't live in the time of press-gangs and atrocious sentences for petty offences." The writer then goes on to say that a sailor with one leg was condemned, in 1832, to be hanged, drawn, and quartered for throwing a stone at William IV. He admits, of course, that the sentence was never carried out. Then he goes on to complain that "a great amount of freedom was allowed 'street patters,' who purveyed doggerel ballads and worked this assault on royalty for all it was worth. It is on record that one of them confessed how profitable an incident it proved. He says: 'We killed old Billy'—this was our most gracious Sovereign, remember—'five or six times. Then we made out that the sailor chap was a love-child of the King and Madame Vestris. Next, that he was an old sweetheart of Queen Adelaide's, jealous and annoyed at her jilting of him and marrying old Billy.' Fortunately, with all the advances of democracy, we have no taste for this kind of garbage."

Now I should like to analyse this perfectly simple and spirited statement of a popular—or rather, fashionable—modern view. It is worth the trouble, because nowadays only the light Press represents public opinion at all. The serious Press does not represent anything—not even the aged heathen who pays for it. But this passage seems to me the sort of thing that is worth geological exploration. It is stratified: it has a truth and an untruth almost in alternate layers. The first sentence is not only frightfully important, but utterly final and accurate. "No greater rubbish can be conceived than the talk of 'good old times.'" That is one of those truths that can be carved in marble—that is one of those sentences to which no word need be added, and from which no word need be taken away. The folly of the phrase "good old times" can be shown in the mere fact of its use of the plural. There have been many times since our race began. There have been times and times, as the saying goes. Some of them have been good old times, and some of them have been particularly bad old times; but it is unfair to the worst of them to compare them unfavourably with a mere minute by the clock. When a modern Englishman says that he thinks the good old times were bad old times, he simply means that he cannot crowd into threescore years and ten so many mistakes and crimes as Man has been able to crowd into much more than threescore centuries. Which is probably true.

Then the writer very truly said, "This has been a vile, barbarous, wicked kingdom, and we may thank our stars we didn't live in the days of press-gangs and atrocious sentences for petty offences." It has been.

And again, it has not been. And again, it has been again. The very examples given are the best proof. The press-gang, for instance, was a purely modern innovation. It was so new that it had to be kept secret.

REPORTED TO BE ENGAGED TO THE GRAND DUCHESS OLGA OF RUSSIA: PRINCE CHARLES OF ROUMANIA.



To Unite by
Marriage Three
European
Reigning Houses:
Reported
Royal Betrothals.

Photographs by Mandy, Rot-
sonne and Egger, Chassagnon,
Flavien, and Bieker.



REPORTED TO BE ENGAGED TO
PRINCE CHARLES OF ROUMANIA:
THE GRAND DUCHESS OLGA OF
RUSSIA.



REPORTED TO BE ENGAGED TO
THE CROWN PRINCE GEORGE OF
GREECE: PRINCESS ELIZABETH
OF ROUMANIA.



REPORTED TO BE ENGAGED TO PRINCESS
ELIZABETH OF ROUMANIA: THE CROWN PRINCE
GEORGE OF GREECE.

Three European Royal Houses—those of Russia, Greece, and Roumania—would be united by the marriages of the two couples whose portraits are here given. The report of the betrothals emanated recently from Bucharest. The Grand Duchess Olga of Russia, who was born on November 3, 1895, is the eldest daughter of the Tsar. Prince Charles of Roumania is the elder son of the Crown Prince Ferdinand of Roumania. He was born on October 3, 1893. His sister, Princess Elizabeth of Roumania, is the eldest of the Crown Prince Ferdinand's three daughters. She was born on September 29, 1894. The Crown Prince George of Greece, the eldest of King Constantine's three sons, was born on July 19, 1896.

While all the English were sneering at the wild Jacobin, Bonaparte, for introducing the new notion of a conscript army, they were having a conscript Navy of their own on the sly. That, I fear, is the historical truth about the press-gang. It was an adoption of very new and very foreign methods, but hypocritically and in a hurry. As for "atrocious sentences for petty offences," a word is enough, and that a rather reluctant word. The one remaining form of extreme torture in our prisons has recently been extended (by a purely modern movement) practically to any man who does not happen to be able to prove his ignorance of the immoral origin of his wife's money. Such a law would have seemed far more horrible to Alfred the Great or Edward I. than the press-gang appears to the writer with whom I deal.

But what interests me intensely, as a phase of the fashionable view, as expressed by a clever and experienced journalist, is the final passage about the songs and lampoons. This typical modern philosopher does not seem so specially to mind a stone being thrown at a King, but cannot endure a song being written against him. In this atrocious time, when men were to be hanged, drawn, and quartered (but weren't), men were, it seems, allowed to do a large number of things that the modern critic would not allow them to do. "A great amount of freedom," he says, mournfully, was allowed to "street patters"; which means (I suppose) persons in impoverished clothing who have the impertinence to speak in the street. Then follows a most exhilarating description of the sort of things which people in the bad old times seem to have been allowed to say. I can only say that if any journalist said such things about the Royal Family nowadays, he would pretty soon wish he had been carried off by the press-gang.

But there are two essential morals; and they are almost equally important. First, the modern mind cannot be got to see that if the old punishments were savage or sudden, it was because the old populace could be savage and sudden also. If you like to put it so, the excuse of the old tyrant was his terror; in many cases (I am glad to say) a very well-grounded terror. The old rulers sometimes interfered even with the casual expression of opinion. They knew that killing old Billy five or six times was sometimes the prelude for killing him for the first time. But on the whole, they were more liberal than the modern view, and even according to the modern version. The despot Frederick said: "They may say what they like; and I shall do what I like." He was more liberal than the typical modern writer, who seems to want "them" excused for what they do, but punished for what they say.

But the strongest moral still is that with which I began. Do not talk about good old times or bad old times. There never were any old times. If a friend says to you: "Are you better?" you do not say: "Better than I was at thirteen; slightly worse than I was at sixteen; gravely worse than I was at eighteen; but immeasurably better than I was, at twenty-three." You talk about yesterday; or, better still, about to-day.

A PARLIAMENT OF RELIGION: LEADERS AT THE CHURCH CONGRESS.

PHOTOGRAPHS BY ELLIOTT AND FRY (SEVEN), VANDYK, SWAINE, MAYALL, RUSSELL, AND WHITLOCK.



1. CHAIRMAN OF THE EXECUTIVE COMMITTEE AND SPEAKER ON "THE CHRISTIAN STANDARD FOR THE LAW OF THE LAND": THE BISHOP-SUFFRAGAN OF SOUTHAMPTON.
2. PREACHER AT THE CONGRESS SERVICE AT ST. MARY'S, SOUTHAMPTON: THE ARCHBISHOP OF CANTERBURY.
3. PREACHER AT ST. LUKE'S, AND SPEAKER AT A MEN'S MEETING: THE BISHOP OF LONDON.
4. CHAIRMAN OF THE ENGLISH CHURCH UNION MEETING: MR. ATHELSTAN RILEY.

5. SPEAKER ON "THE ETHICS OF PROPERTY": MR. PHILIP SNOWDEN, M.P.
6. SPEAKER ON "RURAL BETTERMENT": THE MARQUESS OF SALISBURY.
7. SPEAKER ON "THE ETHICS OF PROPERTY": LORD HUGH CECIL.
8. PRESIDENT OF THE CHURCH CONGRESS: DR. TALBOT, BISHOP OF WINCHESTER.
9. PREACHER AT ALL SAINTS', SOUTHAMPTON: THE BISHOP OF JARROW.

10. SPEAKER ON "CHRISTIANITY AND THE CIVILISATION OF OUR TIME": THE BISHOP OF OXFORD.
11. SPEAKER ON "THE RELATIONS BETWEEN CIVILISED AND BACKWARD RACES": MR. E. D. MOREL.
12. SPEAKER AT THE ENGLISH CHURCH UNION MEETING: VISCOUNT WOLMER, M.P.
13. SPEAKER ON "THE IDEALS OF MANHOOD AND WOMANHOOD": BISHOP WELDON, DEAN OF MANCHESTER.
14. SPEAKER ON "THE RELATIONS BETWEEN CIVILISED AND BACKWARD RACES": THE EARL OF SEBORNE.

The Church Congress opened at Southampton on September 30. Several innovations in the programme, especially the inclusion of debates on the position of woman in national life, gave special interest to the proceedings. The Bishop of Winchester's presidential address dealt with "The Kingdom of God in the World of To-day."

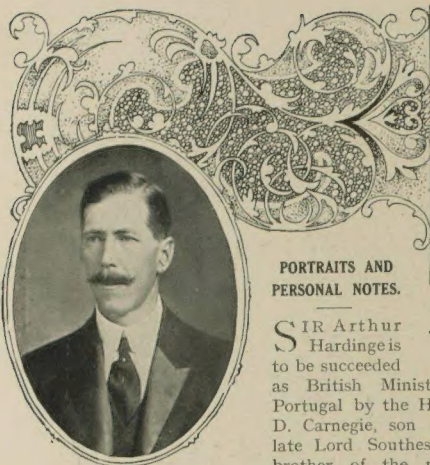


Photo. Elliott and Fry.
THE HON. L. D. CARNEGIE,
Who has been Appointed British Minister
at Lisbon.

Minister Plenipotentiary. He was born in 1861, and entered the Diplomatic Service in 1887. After serving in Madrid, St. Petersburg, Berlin, and Munich, he was appointed, in 1904, Secretary of the Legation at Peking, and afterwards Councillor. In 1907 he became Councillor of the Embassy at Vienna.

Mr. Francis Ouimet, the golf prodigy of the United States, who defeated two of the most famous British professionals—Vardon and Ray—in the American Open Championship, is only twenty years of age. He is a French-Canadian, and has lived since childhood in a cottage near the course at Brookline, where the great match was played. He is a salesman in a golf store at Boston. Next year he hopes to play in the British Amateur Championship at Sandwich.

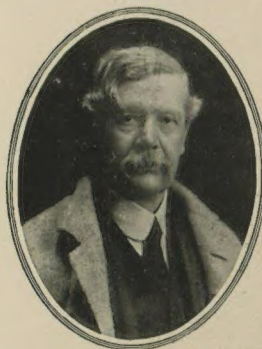


Photo. Lafayette.
THE LATE SIR ALFRED EAST,
The well-known Landscape-Painter.

at the Salon. His first three exhibits at the Royal Academy were hung in 1883; he was elected an A.R.A. in 1899, and R.A. last July. He was knighted in 1901. Some twenty years ago he paid a long visit to Japan.

M. Roland Garros, the famous French airman, recently made a wonderful flight of five hundred miles from Europe to Africa, starting at Fréjus, near Cannes, and reaching Bizerta, near Tunis, in just under eight hours. He passed over Sardinia, but did not land; the rest of the flight was over the Mediterranean.

Mr. Harry Gabriel Pélissier, the popular chief of "The Follies," who died after a long illness a few

PORTRAITS AND PERSONAL NOTES.

SIR Arthur Hardinge is to be succeeded as British Minister to Portugal by the Hon. L. D. Carnegie, son of the late Lord Southesk and brother of the present Peer. Since 1908 he has been at the British Embassy in Paris, first as Councillor, and later as



Photo. Illus. Bureau.
THE LATE MR. H. G. PÉLISSIER,
The well-known Comedian and Chief
of The Follies.

days ago, was a descendant of Marshal Pélissier, the famous French general. He was born in 1874. Two years ago he married Miss Fay Compton, daughter



Photo. Vandyk.
THE RIGHT REV. FRANCIS GURDON,
Recently Consecrated Bishop - Suffragan
of Hull.

Richmond, in Yorkshire. Bishop Gurdon has been Vicar of Christ Church, Lancaster Gate, for seven years, and a Prebendary of St. Paul's since 1908. He was for twelve years Rector of Limehouse.

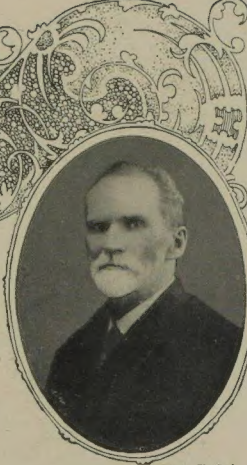


Photo. Topical.
THE LATE MR. PATRICK FORD,
The well-known Irish Nationalist and
Editor of the "Irish World."

Patrick Ford, the Irish-American revolutionist, was a native of Galway. As a boy, he emigrated to the United States, and became a compositor. Later, he founded and edited the *Irish World* in New York. He once said, "If dynamite is necessary to the redemption of Ireland, then dynamite is a blessed agent"; and again: "I do not know how dynamite could be put to better use than in blowing up the British Empire."

Sir Vansittart Bowater, the new Lord Mayor of London, is a partner, with his two brothers, in the well-known firm of paper-makers, Messrs. W. V. Bowater and Sons, of Queen Victoria Street. He is the eldest son of the late Mr. William Vansittart Bowater, of Bury Hall, Lower Edmonton, and was born at Manchester in 1862. Only one other native of Lancashire has previously been Lord Mayor since the establishment of the office in 1189—namely, Sir Nicholas Mosley, whose year of service was 1599-1600. Sir Vansittart was elected Sheriff in 1905, and, two years later, Alderman of Castle Baynard Ward. He is a member of the Girdlers' and Loriners' Companies, and is a prominent Freemason. Lady Bowater, whom he married in 1887, was Miss Emily Margaret Spencer.



Photo. Miles and Kaye.
SIR THOMAS VANSITTART BOWATER,
The Newly Elected Lord Mayor of London.

At the Guildhall the other day Alderman and Lieutenant-Colonel John Humphery and Mr. Frederic George Painter were admitted to office as Sheriffs of the City of London for the ensuing year. Sheriff Humphery is a member of a well-known firm of wharfingers and lightermen. He is on the Surrey County Council and the Port of London Authority, and commands the Surrey (Queen Mary's) Regiment of Yeomanry. Sheriff Painter recently retired from the firm of Messrs. Tribe, Clarke, Painter, and Co., chartered accountants. He has been Master of the Framework Knitters' Company, and in 1910 was "the Chief Commoner." In the previous year he was appointed Deputy Alderman.



Photo. Sport and General.
MR. FRANCIS OUIMET,
The wonderful young Golfer who Won the American
Open Championship.

of Mr. Edward Compton, the actor, and herself a member of "The Follies."



Photo. Record Press.
THE NEW SHERIFFS OF THE CITY OF LONDON: (LEFT TO
RIGHT) ALDERMAN JOHN HUMPHERY AND MR. F. G. PAINTER.

Many regretted that there was neither a British nor an American representative this year in the speed-race for the Gordon-Bennett Cup, which took place at Rheims on Sept. 29. Only four men competed—three Frenchmen and one Swiss. The winner, M. Prévost, flew on a Deperdussin monoplane, with a 160-h.p. Le Rhone engine, and he attained the amazing average speed of 124.6 miles an hour, or rather more than two miles a minute. His total time for the course was 59 min. 45.3-5 sec. In last year's race the average speed of the winner (Jules Védrines) was 105.5 miles an hour.

In York Minster on Sept. 29, two new Bishops were consecrated, the Rev. Prebendary Francis

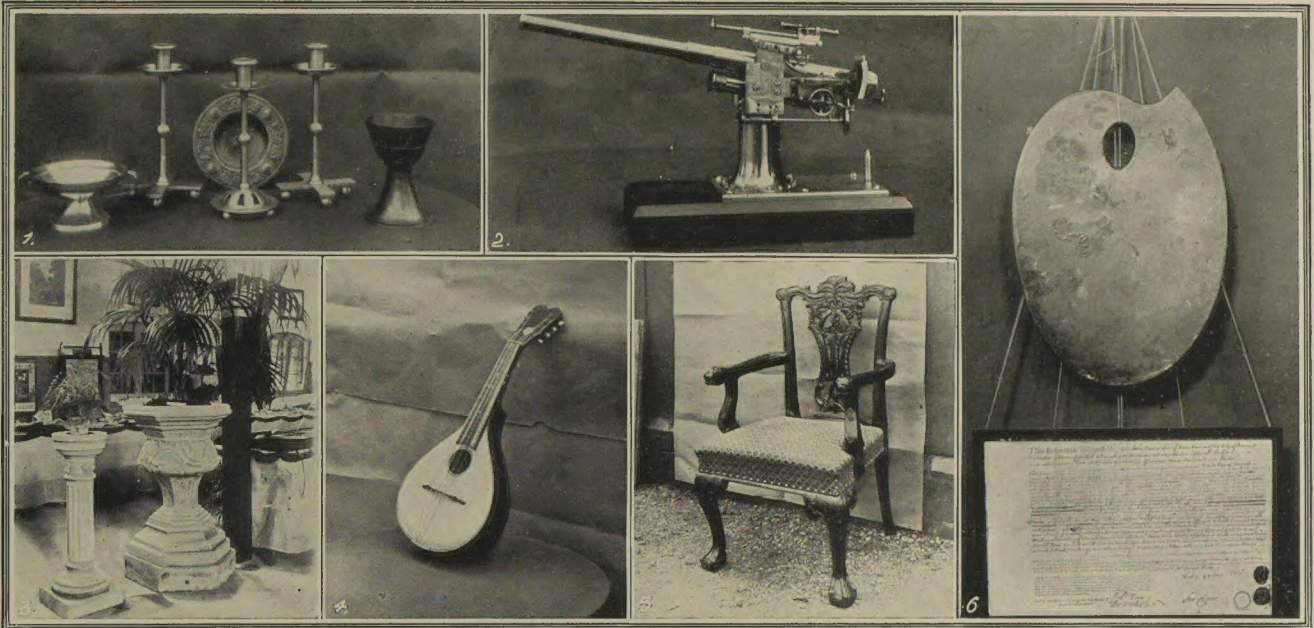


Photo. Underwood and Underwood.
M. ROLAND GARROS,
Who recently Flew Five Hundred Miles across the Mediterranean.



Photo. C.N.
M. PRÉVOST,
Winner of the Gordon-Bennett Race at a Speed of 124.6 Miles an Hour.

The Artistry of the Workman: The Third of the Carrow Industrial Exhibitions.



1. FASHIONED BY WORKMEN: WELL-CONTRIVED OBJECTS IN METAL.
2. A FINE PIECE OF METAL-WORK: A MODEL OF A NAVAL GUN.
3. IN REINFORCED CONCRETE: GARDEN VASES.
4. MADE FROM PIECES OF REFUSE WOOD GIVEN TO CARROW WORKMEN: A BALALAÏKA.

We illustrate above some exhibits at the recent Carrow Works Industrial Exhibition, as giving evidence of the way in which the modern manufacturer looks after the welfare and training of his employes, seeking to make them far more than mere wheels in a machine. The show in question, which was inaugurated by the Master of the Rolls, was opened, so far as competition was concerned, to all the employes at the Carrow Works, Norwich, of Messrs. J. and J. Colman, and to the men of the

5. BY AN EMPLOYE WHO IS NEARLY SEVENTY YEARS OF AGE: A WELL-DESIGNED "CHIPPENDALE" CHAIR.
6. TWO VERY INTERESTING RELICS OF JOHN CROME: THE PAINTER'S PALETTE AND THE INDENTURE APPRENTICING HIM TO A COACH AND SIGN PAINTER.

First Day School and their wives, the women of the First Day School and their husbands, their children, and the teachers and scholars of the Sunday Schools. As our photographs show, both the loan side and the industrial side were excellent. It is particularly interesting to us to give these photographs, for as far back as May, 1869, "The Illustrated London News" devoted an article to the Whitsuntide Festival at the Carrow Works, Norwich, and gave a half-page wood-cut of it.

The City Chooses its New Chief Magistrate: The Election of the Lord Mayor.



THE LORD MAYOR-ELECT OF LONDON AND THE PRESENT LORD MAYOR: SIR VANSITTART BOWATER (CARRYING A BOUQUET OF SWEET-SMELLING HERBS) AND SIR DAVID BURNETT, BT.

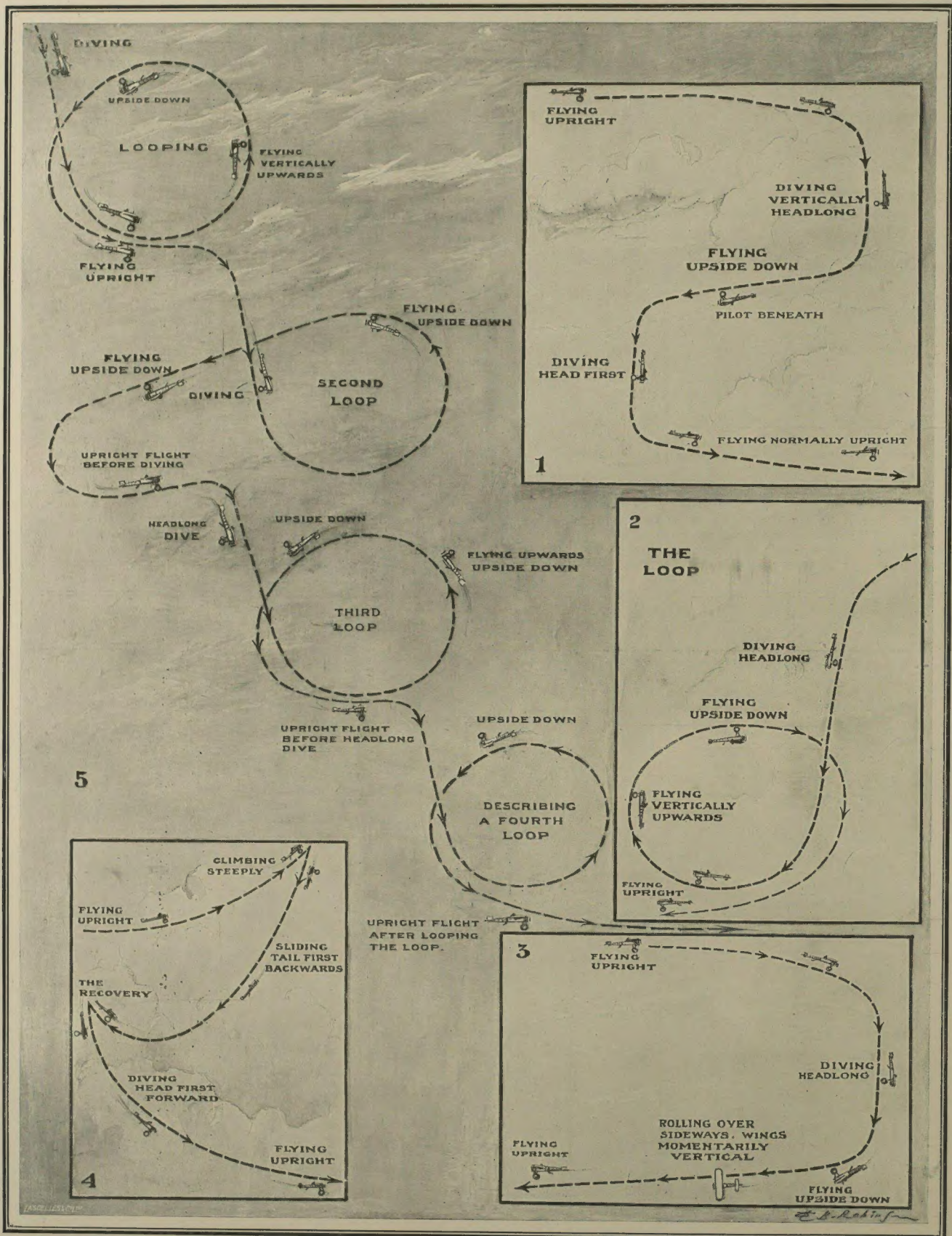
At noon on Michaelmas Day, the Liverymen of the City of London gathered in Common Hall, at the Guildhall, to elect a successor to Sir David Burnett as Lord Mayor of London. The hustings were strewn, according to custom, with sweet-smelling herbs. After the Lord Mayor and the Aldermen who have "passed the

chair" had left the hall, that the voting of the Livery might be "free and unfettered," the names of Sir Vansittart Bowater, citizen and Girdler, and Sir Charles Johnston, citizen and inn-holder, were submitted. Sir Vansittart Bowater was elected. In the photograph the present Lord Mayor is seen wearing his chain of office.

PHOTOGRAPH BY TOPICAL.

THE UPSIDE-DOWN FLYING OF PÉGOUD: THE AIRMAN'S EVOLUTIONS.

DRAWINGS BY W. B. ROBINSON; FOUR OF THEM, BY PERMISSION, FROM DIAGRAMS IN "FLIGHT."



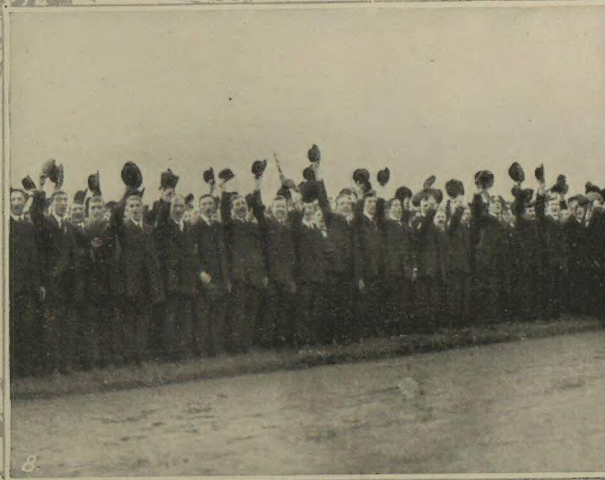
1. AN ABSOLUTELY VERTICAL GLIDE FOLLOWED BY A "FLATTENING-OUT" UPSIDE DOWN. 2. LOOPING THE LOOP ONCE.
 3. FLYING UPSIDE DOWN AND ROLLING OVER SIDEWAYS. 4. A TAIL SLIDE, RECOVERY, AND DIVE. 5. LOOPING THE LOOP FOUR TIMES IN SUCCESSION.

To quote from "Flight," whose courtesy in the matter we have to acknowledge: "In order to avoid confusion let us explain at once that . . . these diagrams (Nos. 1-4) are drawn in elevation. That is to say, they show the path of flight as it appears from the side of the machine. If this page . . . is held upright, then the diagram represents, as near as we can make it do so, what Pégoud may be expected to do against the background of the sky: . . . Pégoud is marvellous because he understands precisely what his machine is going to do, and knows precisely how long he desires it to keep on doing the same thing. In a word, Pégoud is the perfect

human automaton. Instead of controlling the machine, Pégoud lets the machine control itself. . . . He has the intelligence to eliminate himself at the moment that the machine enters upon its appointed task. He flies it with the utmost skill to the desired altitude, he turns it head downwards towards the earth, he drops like a stone until he has acquired the momentum necessary to effect his purpose, and then he calmly and deliberately pushes forward his elevator lever and sits still while the machine flattens out on its back. . . . Pégoud is always on the outside of the circle. Even when he loops the loop . . . he himself is on the outside of the machine."

THE MILITANCY OF ANTI-HOME RULERS: PERSONALITIES OF THE U.V.F.

PHOTOGRAPHS BY C.N., G.P.U., NEWSPAPER ILLUSTRATIONS, TOPICAL, L.N.A., AND FARRINGTON PHOTO. CO.



1. THE COMMANDER-IN-CHIEF OF THE ULSTER VOLUNTEER FORCE AND A FRONT-BENCH UNIONIST AS HIS ORDERLY OFFICER: LIEUTENANT-GENERAL SIR GEORGE RICHARDSON AND MR. F. E. SMITH, M.P.
2. THE ULSTER UNIONIST LEADER'S INTEREST IN PART OF "THE FORCE BEHIND HIM": SIR EDWARD CARSON WATCHING THE MARCH-PAST.
3. CHIEF OF STAFF OF THE U.V.F.: COLONEL HACKET PAIN (AND MR. F. E. SMITH).
4. ONE OF THE FOUR REGIMENTAL COMMANDERS: MAJOR ROBERT MCCALMONT, M.P.

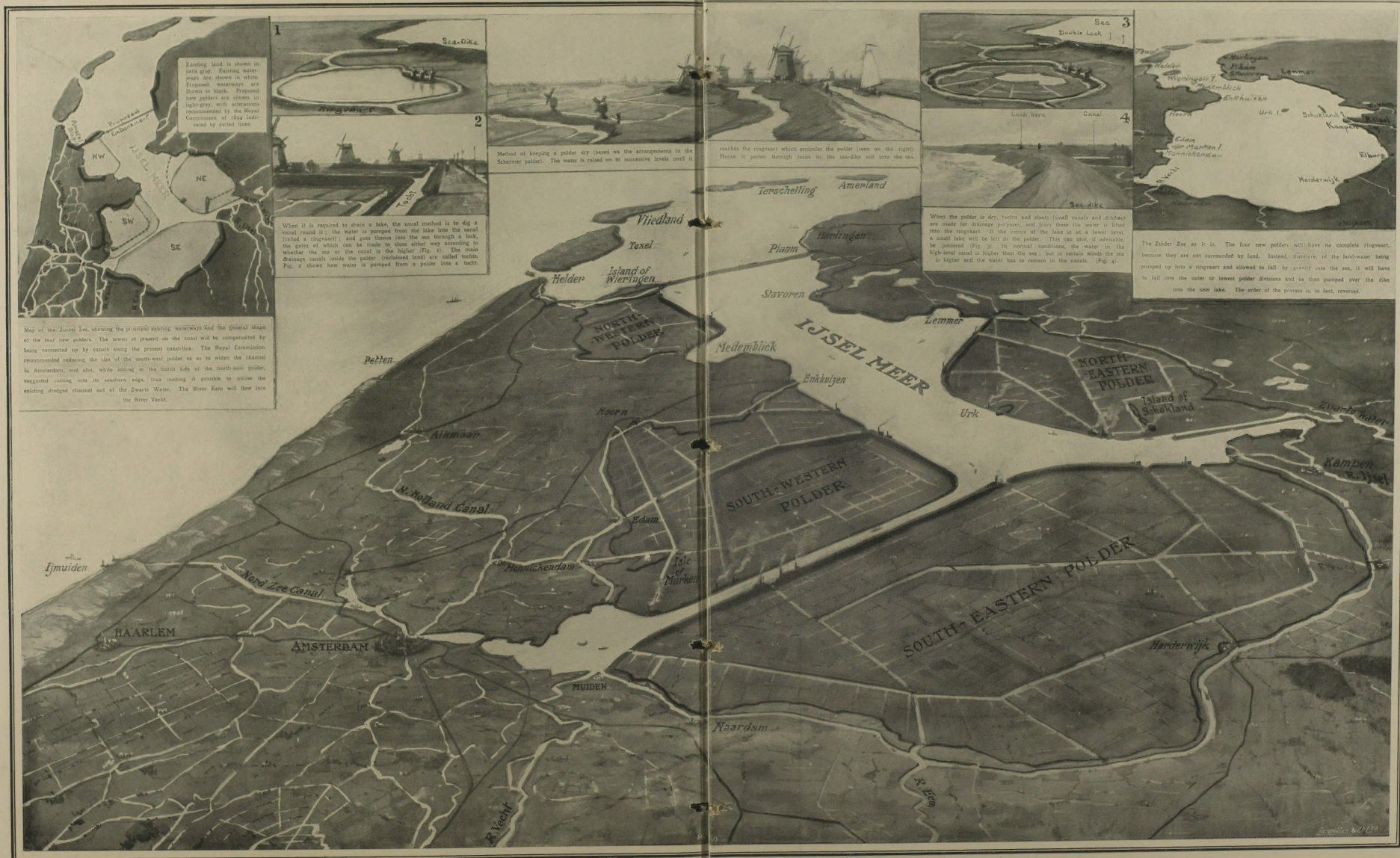
The anti-Home Rule campaign in Ulster has not only attracted attention by the great number of men who have joined the Volunteer Force, but much interest is taken also in the personalities of its leaders. For instance, the Commander-in-Chief, Lieutenant-General Sir George Richardson, has seen service in the Afghan War of 1878-80, the Egyptian War, in which he was severely wounded at Tel-el-Kebir, and with the Zhob

5. COMMANDER OF ONE OF THE FOUR REGIMENTS AT THE BELFAST REVIEW: MAJOR F. H. CRAWFORD.
6. COMMANDER OF ONE OF THE FOUR REGIMENTS AT THE BELFAST REVIEW: CAPTAIN THE HON. A. C. S. CHICHESTER.
7. SOME OF THE TWELVE THOUSAND WHO PARADED AT BELFAST: ULSTER VOLUNTEERS ENTERING THE ROYAL ULSTER AGRICULTURAL SHOW GROUNDS.
8. ANTI-HOME RULE ENTHUSIASM: ULSTER VOLUNTEERS AT BELFAST CHEERING.

Field Force in 1890. Ten years later he commanded the Cavalry Brigade in China. The Chief of Staff, Colonel Hacket Pain, has served in the Sudan, the Nile Expedition, and South Africa. Colonel R. H. Wallace, C.B., commanded the 5th Royal Irish Rifles in South Africa. Captain the Hon. A. C. S. Chichester, eldest son of Lord Templemore, served in South Africa and with the Tibet Mission in 1904.

THE NEW HOLLAND WHICH IS TO RISE FROM BENEATH THE SEA: THE PROVINCE FROM OUT OF THE SALT WATER.

DRAWN BY OUR SPECIAL ARTIST. CECIL KING, R.B.A.



Existing land is shown in dark grey. Existing waterways are shown in white. Proposed waterways are shown in black. Proposed new polders are shown in light-grey, with alterations recommended by the Royal Commission of 1894 indicated by dotted lines.

When it is required to drain a lake, the usual method is to dig a canal round it; the water is pumped from the lake into the canal (called a ringvaart); and goes thence into the sea through a lock, the gates of which can be made to close either way according to whether the sea or the canal is the higher (Fig. 1). The main drainage canals inside the polder (reclaimed land) are called tochts. Fig. 2 shows how water is pumped from a polder into a tocht.

Method of keeping a polder dry (based on the arrangements in the Schermer polder). The water is raised on to successive levels until it

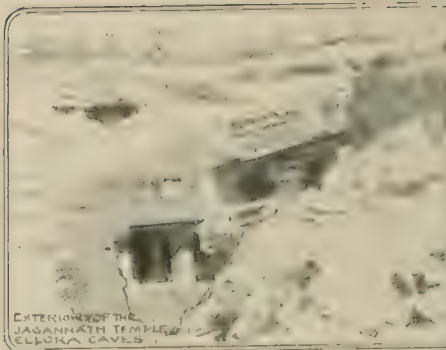
When the polder is dry, tochts and sloots (small canals and ditches) are made for drainage purposes, and from these the water is lifted into the ringvaart. If the centre of the lake is at a lower level a small lake will be left in the polder. This can also, if advisable, be poldered (Fig. 3). In normal conditions, the water in the high-level canal is higher than the sea; but in certain winds the sea is higher and the water has to remain in the canals. (Fig. 4).

The Zuider Zee as it is. The four new polders will have no complete ringvaart, because they are not surrounded by land. Instead, therefore, of the land-water being pumped up into a ringvaart and allowed to fall by gravity into the sea, it will have to fall into the outer or lowest polder divisions and be then pumped over the dikes into the new lake. The order of the process is, in fact, reversed.

MAKING DRY LAND OF A SECTION OF THE ZUIDER ZEE: THE PROJECT TO DRAIN A TRACT OF THE FORMER LAKE FLEVO, AND THUS GIVE TO THE NETHERLANDS SOME 530,000 ACRES OF FERTILE LAND, WITH AN ANNUAL REVENUE OF OVER £5,000,000. THE IJSEL MEER: NOW THE ZUIDER ZEE.

In her recent speech from the Throne, the Queen of the Netherlands stated that a measure would be introduced for the drainage of the Zuider Zee, so as to form a new Province. We here deal with the project in question; article giving further details will be found in another part of this issue. The proposal to turn a part of the Zuider Zee into dry land was originated at least forty years ago. In 1892, the *Stater Zee Vereninging* issued a scheme for the formation of a fresh-water lake and four polders, and this was approved (with slight modification) by the Royal Commission of 1894. Should the major scheme go through, the polders will be made in the following order: the north-western, the south-eastern, the south-western, and the north-eastern; and if the recommendations of 1894 are adopted, the land reclaimed will amount to 211,830 hectares (about 530,000 acres). The surveys have shown that this is nearly all clay or sandy clay, and, therefore, fertile land, the centre portion of the sea only—that to be used as a fresh-water reservoir—being unsuitable.

29,000,000. THE ZUIDER ZEE, OR THE NORTH SEA, is a large body of water, the area of which is 1,000,000 square miles. It is situated between the North Sea and the English Channel. It is bounded by the coast of the Netherlands to the north, the coast of Germany to the east, and the coast of Denmark to the south. It is a very important body of water, and is the source of many of the fish and other products which are exported from the Netherlands. It is also a very important body of water for the shipping trade, and is the source of many of the ships which are used in the shipping trade. It is a very important body of water, and is the source of many of the fish and other products which are exported from the Netherlands. It is also a very important body of water for the shipping trade, and is the source of many of the ships which are used in the shipping trade.



DRAWINGS BY A. HUGH FISHER.

VIGNETTES OF EMPIRE.—XXI.

THE ELLORA CAVES.

THE time was four o'clock of an April morning, and the place was a dak bungalow in Daulatabad. I had risen thus betimes that I might make an early start for those stupendous, glorified burrowings, the cave temples of Ellora. On one side of the house, like a vast irregular pyramid, dim and vague in the darkness, rose the silhouette of the fort rock; while on the other stretched bright, boundless fields of stars, from which the river of the Milky Way shone in a blurred magnificence.

To the east of Bombay, at various places in the face of the Western Ghats, were hewn, between B.C. 250 and A.D. 800, a series of Chaityas, or temples, which preserve for us in their paintings and sculptures a vivid and authentic account of the faith of their excavators. The two largest groups of these excavations, Ajunta and Ellora, lie not more than fifty miles apart in the north-west corner of the State of Haiderabad, distant respectively about twenty and fifty miles from Assaye, where, in 1803, General Wellesley (afterwards the Duke of Wellington) defeated the Marathas.

Near Ellora, where the hills drop suddenly in steep slopes, or abrupt, perpendicular cliff-wall, to the plain below, they are honey-combed for nearly a mile and a half with astounding excavations. Midway is situated the most remarkable, the Kailasa Temple, close to which the road leads down to the plain from above the cliff. Its date is considered to be probably about the end of the eighth century A.D., and it shows to an extreme degree the characteristic of most Brahminical excavations, as distinguished from the works of the Buddhists in copying structural buildings. While the Buddhist excavations were always literally caves, those of their Brahminical followers were usually free-standing, vast quantities of rock having been removed to leave isolated masses like separate buildings. Externally, as well as internally, the rock has been cut away. Separated from the

plain by a rock screen with an ornamental gateway, and surrounded by a peristyle cloister, a vast sunken court measuring 154 by 276 feet—considerably more than half as long as St. Paul's Cathedral—has been hewn out of the solid cliff, leaving, in addition to smaller monoliths carved into colossal elephants, obelisks, and an open mandeap or pavilion containing the sacred bull, the vast central mass (ninety feet in height) of the temple to Shiva, hollowed into lavishly carved vestibule, central chamber, and image-cells. In the eyes of the architectural purist,

a kind of frontispiece against which there is a figure of a seated Buddha surrounded by attendants and flying figures. The roof is carved into the semblance of ribs, in imitation of its wooden prototypes, and along the sides of the Chaitya, above the twenty-eight columns of the nave, is a series of figures and panels. Here, about A.D. 700, before Brahminism regained power and, turning Buddhism out of doors, gradually developed the modern Hindu religion, we can imagine the novice living in accordance with the precepts of the ancient manual of "Dina Chariyawa." Having

risen before daylight, washed himself, swept clean his portion of the monastery or residence, fetched the drinking-water for the day and filtered it, he would have placed an offering of flowers before this statue of the Buddha in front of the dome-shaped shrine. Some of these Buddhist caves have three storeys and several series of pillared galleries, and in some of them there is much elaborate carving, with sculptures both in the round and in relief.

To the north of the Brahmin caves is a group of five Jain caves rather later in date. In one of these, the Jagannath Sabha, the sculptures are in a very perfect condition. The whole interior of this cave-temple was once covered all over with thin plaster. Patches and tattered shreds remain all about, and some of the columns I saw still wore their skin of plaster, with flutings coloured alternately red and buff-yellow. Forecourts, porticoes, galleries, staircases, and passages innumerable—up and down I went, in and out, one after another, of these wonderful excavations, Buddhist, Jain, and Brahmin, till at last I was weary. There comes a time when not even such wonders as the Ellora caves can

keep one from remembering the needs of the body. Did not Gautama himself at Alavi refuse to preach to a hungry man, insisting that he must first be well fed? In the brilliant sunlight, while I sat resting, the bare earth sparkled and glittered with minute fragments of quartz, and among cactus flitted bright orange-tipped butterflies, as they did before the first of these caves was hewn out of the hillside. A. HUGH FISHER.



RATHER RESEMBLING A SECTION OF THE COLOSSEUM AT ROME: ROCK-CUT GALLERIES OF ONE OF THE TWELVE BUDDHIST CAVES AT ELLORA.

an excavation ought to be a cave; but however "ungrammatical" the procedure at the Kailasa Temple has been, the effect of these monolithic masses under the open sky, with their appearance of a durability defiant of time itself, fills the beholder with a wondering awe. At the same time, it should be remembered that the cost of excavating a temple is far less than that of building one. Fergusson esti-

mated that the former process would be not more than a tenth as expensive as the latter, and, of course, the cost of sculpture and ornament would be the same in both cases. Neither the weathering of ages nor the shock of earthquake has done more than break away here and there fragments of the stupendous monument, and neither such damage nor the disfiguring marks of Mohammedan zeal have done more than accentuate the look of unalterable permanence, more striking here than in any other monument I have seen.

Of the twelve Buddhist caves which lie to the south of Kailasa and other Brahmin excavations, one of the most interesting is the Viswakama, or "Carpenter's Cave," so called from its direct imitation of wood construction. Like other Buddhist temples of India (called Chaityas), it was excavated from the solid rock, and has only the one outside face with openings for light and for the entrance of worshippers. Within one great horseshoe-shaped arch an open decorated frame-work of wood was usually placed as a screen to the sun, but at Ellora, in this Viswakama temple, we see the latest modification of these Chaitya façades. The size of the opening itself is largely reduced and divided. The smaller illustration of this cave shows the exterior, with its divided window-space. Inside, as shown in the drawing on the opposite page, the inner end is entirely blocked up by the dagoba, which is twenty-seven feet high, and has



ONE OF THE FINEST REMAINS OF ANTIQUITY IN THE WHOLE OF INDIA: THE KAILASA TEMPLE, HEWN FROM THE SOLID CLIFF.

The temple and shrines stand in a court measuring 276 feet in length by 154 feet in breadth, itself cut out of the solid rock, and considerably more than half as long as St. Paul's Cathedral

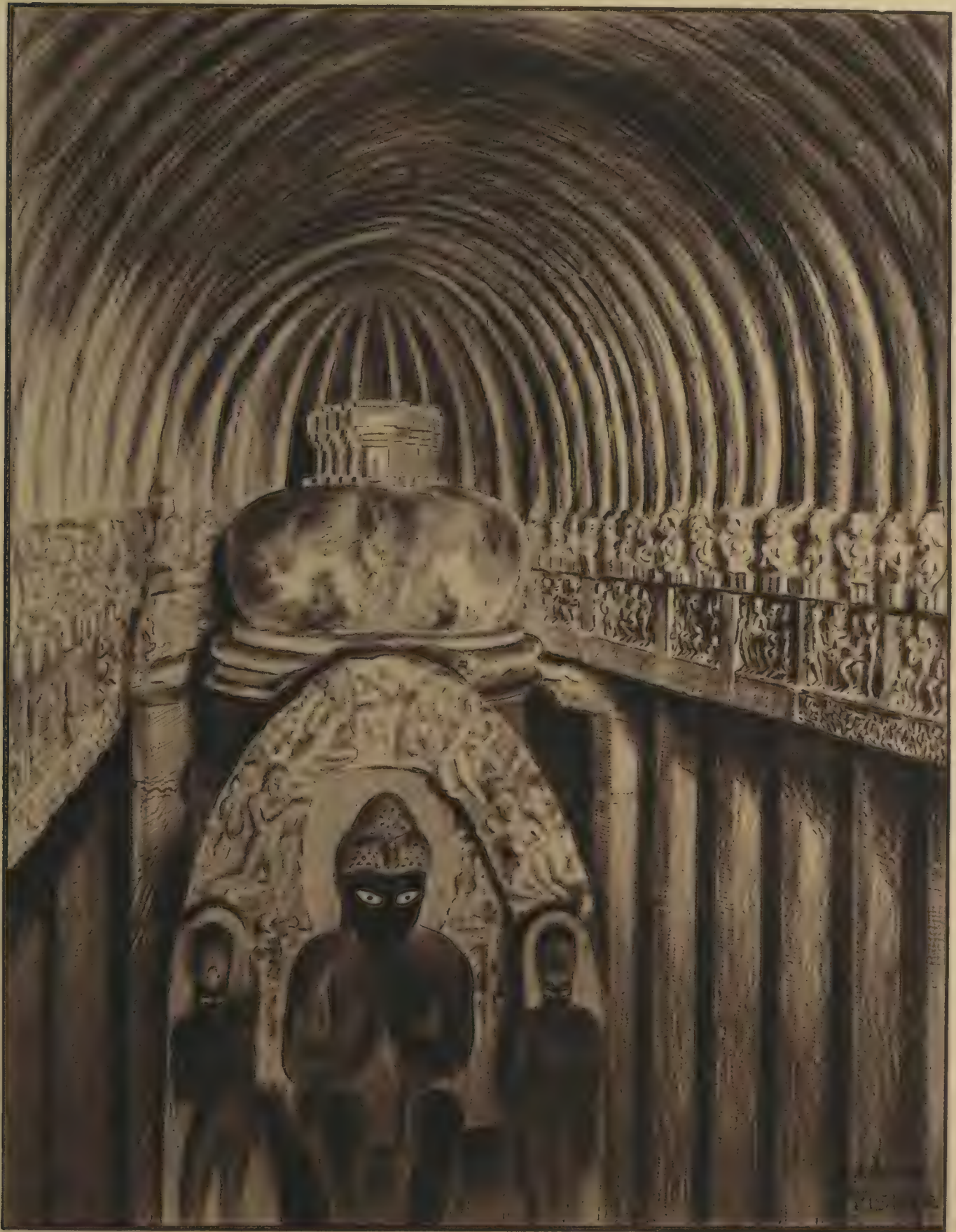


CARVED FROM THE SOLID ROCK: THE EXTERIOR OF THE VISWAKAMA, OF WHICH THE INTERIOR IS SHOWN ON THE OPPOSITE PAGE

"Like other Buddhist temples of India (called Chaityas), it was excavated from the solid rock, and has only the one outside face with openings for light and for the entrance of worshippers."

A SEVENTH-CENTURY ROCK-CUT BUDDHIST TEMPLE: THE VISWAKAMA.

DRAWN BY A. HUGH FISHER.



WITH A RIBBED ROOF CARVED FROM SOLID ROCK TO IMITATE WOOD: THE INTERIOR OF THE VISWAKAMA,
OR "CARPENTER'S CAVE," AT ELLORA.

"Of the twelve Buddhist caves which lie to the south of Kailasa and other Brahmin excavations" (we quote Mr. Hugh Fisher's article opposite) "one of the most interesting is the Viswakama, or 'Carpenter's Cave,' so called from its direct imitation of wood construction." It dates from the end of the seventh century. In a note on the above drawing, Mr. Fisher describes it as "showing a colossal seated Buddha in front of the

Dagoba. The roof" (he continues) "is carved in imitation of ribs, and above the side columns are carved two rows of panels, the upper with figures of Buddha and the lower with representations of Ganas or dwarfs." The exterior of this cave-temple is shown in one of the small drawings on the opposite page. Like other Buddhist shrines of India, it was excavated from the solid rock.

LITERATURE



RICHARD DE BURY, BISHOP OF DURHAM, AMONG HIS COPYISTS & CALLIGRAPHERS.

"Submarine Engineering of To-Day."

There has always been a certain glamour of romance surrounding the operations of divers and of underwater craft, but it has been the element of mystery and adventure in such work, rather than the wonders of science, that has chiefly appealed to the popular mind. That side of the subject has been well exploited in works of fiction by Jules Verne and his numerous literary descendants. But there is another and more real kind of romance which belongs to what is perhaps the most fascinating of all forms of engineering, not excepting even aviation; for the feats of the airman, amazing though they be, are at least performed above the surface of land and sea and in the public view—

MR. EDGAR JEPSON,
Whose new Novel, "Garthoye Gardens," has just appeared.
Photograph by Hoppe.

MR. WARWICK DEEPING.
Who has just published a new Novel, "The White Gate."
Photograph by Hoppe.

devices for the escape of the crew from a submarine in case of disaster. The account of submarine mines is interesting, for popular ideas on the subject are vague. The book is abundantly illustrated by photographs and diagrams.

"The Herbaceous Garden."

For every hundred garden-lovers there are, perhaps, half-a-dozen who have the natural instinct that teaches them how to lay out a garden to the best advantage. Many have the money, but the

sure, undirected taste is rare. Garden-planning, to be successful, demands not only the artistic eye and the well-developed colour-sense; it calls for the courage of a sure conviction. The designer must look upon his garden as Sir Joshua advised his students to look upon their sitters, "with a dilated eye"; he must be content to work not for this year or next year, but for ten years hence or more. Happily, in pursuit of the task ample encouragement and assistance are forthcoming. Gardening books are as the sand upon the seashore for multitude, and the majority are written with sound knowledge if not in attractive style. Mrs. Martineau's contribution to the ever-growing library is called

can testify to the practical value of the author's instruction and to the stimulus that may be derived from her teaching. Mrs. Martineau started her gardening "in the cat-walk of

a small London house," and has carried her native enthusiasm and ever-expanding knowledge into the country, where, judging by some of the many excellent illustrations that accompany her book, she has achieved really remarkable results. The chapter on "One-Colour Gardens" paves the way for a delightful series of experiments, and it may be said with confidence that, while Mrs. Martineau's book must appeal to all garden-lovers, whether they be practical or not, it will teach all or most of them something they will be glad to learn. Mr. W. Robinson, one of the greatest authorities on gardening, contributes a preface, and pays a well-deserved compliment to the author.



DESIGNED TO PROTECT THE DIVER FROM THE ENORMOUS PRESSURE AT GREAT DEPTHS: A SUIT OF DEEP-SEA DIVING ARMOUR.

By permission of Messrs. Sibley, Gorman, and Co. Many attempts have been made to design a diving-dress for great depths, but the difficulties have not yet been overcome. At present 204 feet is considered the maximum of safety. At 500 feet there would be a tremendous pressure on the body—217½ lb. on every square inch! One suit of deep-sea diving-armour consists of a copper helmet and body with a series of metallic springs covered with waterproof material for the arms and lower part of the legs.

From "Submarine Engineering of To-day."



INTENDED FOR DANGEROUS DUTY IN TIME OF WAR: MINE-SWEEPING GEAR ON A TRAWLER.

"Since the Russo-Japanese War demonstrated the effectiveness of submarine mines, several innovations for the laying and destroying of these weapons have been made in the British Navy. Among them is a flotilla of trawlers fitted on each side with the gear shown in the above illustrations. By sweeping along the bottom of the sea the mines are lifted up into a kind of shute or slung mat. These small vessels would, in time of war, be used to clear away the mines laid by the enemy."—*Photograph by Gribb.*

Reproduced from "Submarine Engineering of To-day," by Charles W. Domville-Fife; Illustrations Reproduced by Courtesy of the Publishers, Messrs. Seeley, Service and Co.

not, like those of the diver and the submarine navigator, deep down beneath the waves. This other real kind of romance arises from the sense of wonder awakened by the marvels of human invention and man's ingenuity in using and overcoming the forces of nature: it is a romance which must appeal to all those who are interested in mechanical contrivances and who like to know how things are done—it is the sort of romance which, in Kipling's phrase, "brought up the nine-fifteen." If such romance belongs to the familiar sight of a City man's morning train, how much more must it attach to the most recondite of the engineer's activities! Naturally, therefore, it fills every page of Mr. Charles W. Domville-Fife's new book, "Submarine Engineering of To-Day" (Seeley, Service), which is designed especially for the general rather than the professional reader. The volume is, to quote the sub-title, "a popular account of the methods by which sunken ships are raised, docks built, rocks blasted away, tunnels excavated, and of many other feats of engineering beneath the surface of the water, together with a description of the latest types of submarine boats." The author conveys his practical information in a readable style, interspersing it here and there with passages of thrilling narrative—as, for instance, the story of Henry Fleuss and his descent into the flooded Severn tunnel, and the experiences of other divers, some in connection with historic wrecks and sunken treasure-ships. One point on which the author does not seem to touch, by the way, is the relations of the diver to the larger fishes. Several chapters are devoted to the use of submarines in war, to methods of submarine signalling, and to

"The Herbaceous Garden" (Williams and Norgate), and is a thoroughly useful book. It tells the amateur how to take full advantage of the smallest piece of ground, and how to get the best value for money in buying plants or seeds. It is impossible, after reading the first few chapters of her book, not to realise that Mrs. Martineau is of the favoured few who really understand the art of garden making. Under her skilled hands the smallest suburban patch would become a thing of beauty; while larger gardens, bad in shape, unfortunate in aspect, and ill provided with suitable soil, yield in theory, and would probably yield in practice, to her treatment. The writer of this note, having had some experience in garden-making under favourable and unfavourable conditions,



NOT SO TRAGIC AS IT LOOKS: A DECOMPRESSION-CHAMBER FOR DIVERS WHO HAVE COME UP TOO SUDDENLY.

It is dangerous for a diver to ascend too quickly, owing to the change of pressure of the water on his body at different depths. If the brain is relieved from pressure suddenly, a rush of blood to the head may take place. In the decompression-chamber divers suffering from the effects of a too-rapid ascent are subjected to an air-pressure equivalent to that from which they have emerged, and decompression is brought about very gradually.

From "Submarine Engineering of To-day."

UNABLE TO PERFORM PÉGOUD'S FEATS!—BIRDS IN FLIGHT.

PHOTOGRAPHS BY O. G. PIKE.



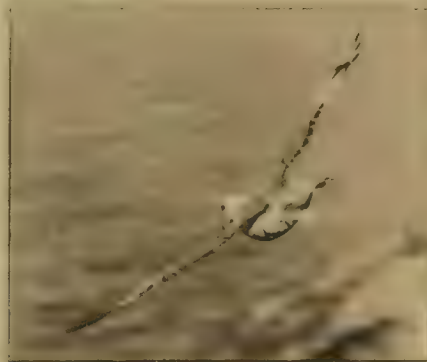
AN EXHIBITION OF GLIDING: A FULMAR PETREL.



GOING AT FULL SPEED DOWN WIND: A GANNET.



IN FLIGHT: A SANDWICH TERN.



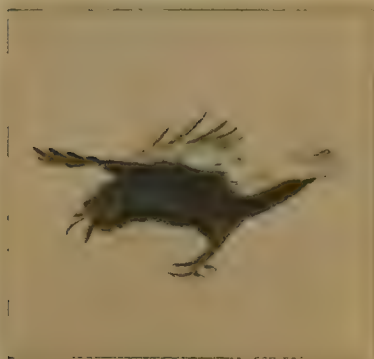
TURNING: A FULMAR PETREL.



RIISING: A GANNET ASCENDING.



ON THE POINT OF DIVING: A GANNET.



SWOOPING ALONG IN ANGER: A BELLCLOSE RAVEN.



GOING AGAINST THE WIND: A FULMAR PETREL.



HOVERING NEAR ITS NEST: A FULMAR PETREL.

With his remarkable command of his machine, with his daring, Pégoud, "the upside-down airman," can outdo the birds (save the tumbler-pigeon) when it comes to upside-down flight. It may be noted that the common fulmar petrel is about as large as a medium-sized gull, and much resembles a herring-gull in coloration.

It makes its nest on sea-cliffs and lays but one egg. When it is caught or assailed, it lightens itself by disgorging oil. The gannet is about three feet long and has a six-foot stretch of wings. It feeds on fish, which it catches by pouncing down upon them from on high.

THE MAN WHO OUTDOES THE BIRDS: PÉGOUD IN FLIGHT.

Drawings by C. FLEMING WILLIAMS, OUR SPECIAL ARTIST AT BROOKLANDS; PHOTOGRAPH BY L.N.A.



THE UPSIDE-DOWN AIRMANSHIP AT BROOKLANDS; AND THE FIRST UPSIDE-DOWN FLIGHT: PÉGOUD ON HIS MONOPLANE; AND DAN MALONEY ON HIS GLIDER.

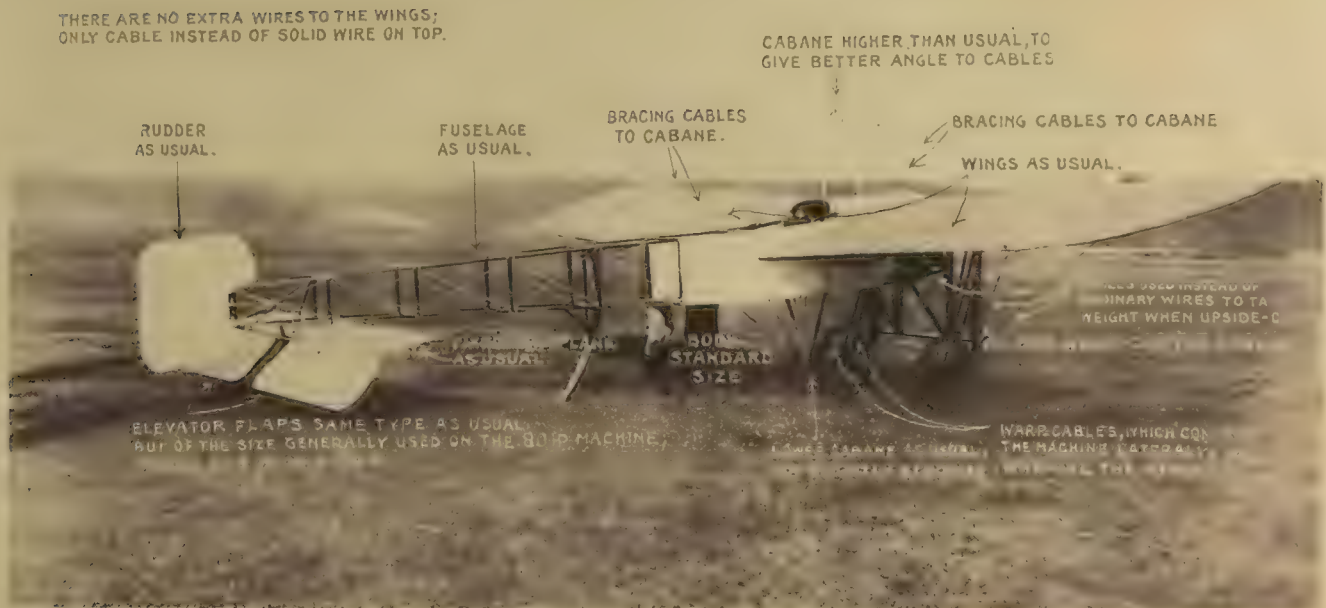
Nothing in the way of human flight has aroused greater public interest than the exploits of Adolphe Pégoud in flying upside down on a Blériot monoplane in France and, in this country, at Brooklands. The airman, let it be here noted, disclaims any idea of performing mere circus tricks, and states that his demonstrations are of very great importance to the science of aviation, as showing that if a pilot be sufficiently skilled and has a machine that is sufficiently strong, disasters of the air need be very few and far between. With regard to the "looping the

loop" flight, it may be said that on the last of the days on which he was seen at Brooklands the airman succeeded in breaking his own record by "looping the loop" four times in mid-air in quick succession. M. Pégoud took his pilot's certificate as recently as February 8 last, and is only twenty-four. As a soldier, he was in the Chasseurs d'Afrique, then in the Hussars, and finally in the Colonial Army. It need not be said that before he performed for the first time the series of nerve-testing evolutions which have brought him world-fame, he took every precaution

[Continued opposite.]

THE UPSIDE-DOWN-FLIGHT MACHINE; AND UPSIDE-DOWN-FLIGHT TRAINING.

PHOTOGRAPH BY TOPICAL; DRAWING BY C. FLEMING WILLIAMS.



THE AEROPLANE ON WHICH PÉGOUD "LOOPS THE LOOP" AND PERFORMS OTHER REMARKABLE EVOLUTIONS IN MID-AIR: THE BLÉRIOT MONOPLANE—SHOWING THE SLIGHT STRUCTURAL ALTERATIONS.



IN THE POSITION HE OCCUPIED FOR TWENTY MINUTES AT A TIME: PÉGOUD PRACTISING THE USE OF THE CONTROLS OF HIS MONOPLANE WHILE UPSIDE DOWN—THE MACHINE RESTING UPSIDE DOWN ON TRESTLES; THE AIRMAN STRAPPED IN.

[Continued.] possible. Before he tried any of the feats in the air, his monoplane was slung upside down on trestles; he was strapped in head downwards; and so he practised working the controls. For reasonable safety, he must fly at a height of not less than 1200 feet. The machine he uses is, as we have noted, a Blériot monoplane, and is of the ordinary type save that, as our photograph shows, it has been somewhat strengthened here and there to bear the extra strain put upon it when it is flown upside down. Contrary to state-

ments made in some quarters, Pégoud, "looping the loop," cuts off his engine and, save for a second when the aeroplane is nearing the top of its back somersault, he performs his evolutions without the use of power. The drawing of Dan Maloney is made from a photograph and is exceedingly interesting, in that it shows at what an early date in the history of modern aviation there had been constructed a glider sufficiently under control for the aviator to turn it over in the air and right himself again.

SCIENCE AND



The Telescope.

XVIth cent.SCIENCE
JOTTINGS.

THE STUFF OF DREAMS.

DREAMS—which were, perhaps, the phenomenon that first drew man's attention to his incorporeal part—seem to have been a good deal discussed at the late meeting of the British Association, but it does not appear that any new facts were produced or any new theories brought to light.

The one fact concerning dreams which has been, in the consecrated phrase, acquired by science is that they can be induced by causes external to the sleeper. If the feet of a person asleep be uncovered without waking him, he will frequently dream that he is wading through water; and the dream, said to occur to nearly everyone at some time or other, of finding oneself more or

less naked before a numerous and well-dressed company is, in the same way, to be associated with the accidental slipping off of the bed-clothes. Or, to take a more common experience, sleeping in too-tight garments—such as the clothes one wears during the day—will often produce the form of nightmare in which all one's wished-for movements are, as it were, fettered or clogged. The easiest demonstration that can be made of this is with a dog asleep in front of the fire. Tickle the pads of his fore-feet gently, and he will almost certainly begin to twitch all his legs rhythmically, and even to utter low cries. It can hardly be doubted that at the same time he dreams that he is swiftly running, and, in active



WITH A PARACHUTE WHICH OPENS IN A FEW SECONDS FIXED, KNAPSACK-FASHION, TO HIS BACK: ARTHUR LAPHAM JUST AFTER JUMPING FROM AN AEROPLANE.

To quote the "Scientific American," by whose courtesy we are able to make these reproductions: "A. Leo Stevens, of New York City, has invented a novel compact safety aeroplane parachute. . . The parachute is rolled up into a pack worn on the aviator's shoulders like a knapsack. It is wrapped in a square piece of cloth which, when the parachute opens, remains with the harness of leather straps by which the aviator is supported. Instead of the harness which was used by Law, a leather belt is all that is necessary. When made of Japanese silk this new safety parachute weighs only 4½ lb. complete. It is 16 feet in diameter and is attached by sixteen Italian hemp ropes to a spreader bar of steel tubing filled with hickory, which

(Continued opposite.)

THE FIRST TIME A PARACHUTE WAS USED FROM AN AEROPLANE: CAPTAIN BERRY DROPPING FROM ANTONY JANNUS' BENOIST BIPLANE AT ST. LOUIS, MO.

pursuit of prey. The same method, systematically worked out, enables us to form some estimate of the extremely short duration of dreams. The time elapsing between the application of the external stimulus, whatever it may be, to a sleeper and his waking may be only a few seconds, and yet it is quite long enough for him to pass, in his dreams, through a series of complicated experiences that in the ordinary way would take hours. Obviously, therefore, dreams do not come to us throughout the whole period of sleep, but only in the particular stage of it which is on the threshold of sleep—or, in other words, between sleeping and waking. This explains the common experience that dreams coming to us in the daytime—as when one falls asleep in an armchair—are both more vivid and more

NATURAL HISTORY



The Love Philiter.

easily remembered than those occurring during a night's sleep in bed. It is evident that in the case of day-sleep the loss of consciousness is less complete.

There remains the source whence dreams are drawn. Professor Freud (of Vienna) is of opinion that this is nearly always the desires, and that a dream is therefore generally associated with a wish, although this may be only half formed or expressed. It is certain that, so far as any statistics on the matter can be trusted, the majority of dreams are concerned with the satisfaction of some bodily want, such as eating, drinking, or the like. Professor Mourly Vold (of Christiania), on the other hand, thinks that the source of dreams is always the sensory nerves, whether stimulated by external causes or by changes within the body, and he explains the phenomenon

noted by Maury—that the faces which he was accustomed to see in dreams in youth vanished in old age—by the theory that the aged philosopher suffered from gout of the extremities, which lessened the available supply of blood to the brain. The Marquis d'Hervey de St. Denis thought that one of the most constant features of dreams was the suppression of the will, which causes us to commit actions in our dreams which we should shrink from in our waking moments. Yet, when all is said, the source of our dream-stuff seems to be chiefly the memory. Perhaps the safest conclusion is that dreams are the outcome of a lower state of consciousness than we enjoy when wide awake. F. L.



IN A WRIGHT BIPLANE: HARRY BROWN AND F. R. LAW—THE LATTER WITH THE KNAPSACK PARACHUTE SAFETY-DEVICE STRAPPED ON HIS SHOULDERS.

(Continued.) is located 15 feet below the parachute when open. A wire rope having a breaking strength of 1½ tons is secured to the spreader, and the supporting ropes are fastened to the strong cable. Two additional ropes two feet shorter than the main ones run to the twelve-inch hole in the centre. These ropes receive the initial strain when a drop is made, assure the proper opening of the parachute, and put an equal strain upon the top by drawing down upon it. The rush of air against the folds, however, is what really opens the parachute. . . It is designed to open within 100 feet. The jumper also holds in his hand a small cord, by pulling which he opens the parachute in case he has only a short distance to fall."



BUILT AS A SEQUEL TO FRANCE'S DEFEAT AT THE RECENT OLYMPIC GAMES, AND TO ENABLE THAT COUNTRY TO STAND A MUCH BETTER CHANCE AT THE COMING OLYMPIC GAMES IN BERLIN: THE NEW COLLEGE FOR ATHLETES AT RHEIMS—ITS OPEN-AIR STADIUM AND ITS COVERED GYMNASIUM.

The College is under the directorship of Naval Lieutenant Hébert, whose idea it is to raise the average man from what he regards as his present degenerate condition to what he claims to be his normal condition; that is to say, to make a straight, well-built being of him, if not an athlete. The costumes worn by those in training are distinctly of the sun-bath order.

THE VEGETARIAN "LARGEST TERRESTRIAL MAMMAL": *ELEPHAS* AT HOME.

PHOTOGRAPH BY DR. EM. GROMIER.



BROWSING ON YOUNG GRASS: A FEMALE AFRICAN ELEPHANT IN A CLEARING.

The elephant's diet is exclusively vegetarian, and that of the Indian elephant is, it would seem, generally of a more succulent kind than that of the African. The latter eats chiefly roots, tubers, branches, and bulbs; while the former contents itself for the most part with fresh shoots of trees and grass.

AS NUMEROUS AS RATS IN FRENCH FIELDS: ELEPHANTS ON THE BANKS OF THE SEMLIKI.

PHOTOGRAPH BY DR. EM. GROMER.



IN A PASTURAGE OF THE LARGEST TERRESTRIAL MAMMALS: ELEPHANTS IN THEIR NATIVE HAUNTS ON THE CONGO.

The traveller who took this remarkable photograph writes: "On the banks of the Semliki there is the cracking of branches on all sides and then the revelation of numerous elephants—so many, indeed, that the great beasts seem as many as there are rats in a French field." The African elephant, by the way, unlike the Indian elephant, has never been domesticated—in modern times at least; where the Indian elephant is employed as a worker—for instance, to carry 2000 pounds or so of goods

on long journeys—the African elephant is useless to man. France is the only country which has not yet made a law for the protection of wild elephants in its colonial possessions; and the elephant, be it noted, has already modified its original habits considerably, owing to the fact that it is hunted so much. It has, for example, become aggressive towards man; and female elephants will surround a male to defend him, knowing that he, especially, is sought on account of the fine ivory of his tusks.

AN ELEPHANT WAGGING HIS TAIL WITH JOY; AND OTHER SNAPSHOTS.

PHOTOGRAPHS BY DR. EM. GROMIER



1. ON A BANANA PLANT, IN UGANDA: GREY PARROTS WITH RED TAILS IN THE WILDS.

2. CAUGHT IN A MOST NATURAL ATTITUDE: AN AFRICAN ELEPHANT WAGGING HIS TAIL WITH SATISFACTION WHILE EATING PODS FROM A BRANCH HE HAS BROKEN DOWN.

3. LAYING WASTE A BANANA PLANTATION: ELEPHANTS AT DESTRUCTIVE WORK.

The second of these photographs shows an elephant caught by the photographer in a most natural attitude. Having broken down a branch, he is patiently picking up the pods shaken from it on to the ground, and wagging his tail with pleasure.

"AVE"; "SALVE"; "VALE": A FAMOUS NOVELIST.

PHOTOGRAPH BY ALVIN LANGDON COBURN.



ENGAGED ON "VALE," HIS THIRD VOLUME OF AUTOBIOGRAPHY: MR. GEORGE MOORE.

There is no need for us to go in detail into the literary career of that famous English—or ought we to say Irish?—novelist, George Moore. It is but necessary to recall such works as "A Mummer's Wife," "Esther Waters," "Evelyn Innes," "The Untilled Field," "A Drama in Muslim," "Ave," and "Salve," to remember the noteworthy

position he holds among men of letters of the day. For the rest, it may be recalled that Mr. Moore is the son of the late George Henry Moore, M.P. He was born in Ireland in 1851, and has lived much in Paris, where he came under the influence of Zola, Flaubert, and Guy de Maupassant. "Vale" will be published next spring.

"SO LONG AS YOU ARE BEHIND US THERE CAN BE NO QUESTION OF SURRENDER": THE 12,000 AT BELFAST.

PHOTOGRAPH BY

ILLUSTRATIONS BUREAU.



PARADED BEFORE SIR EDWARD CARSON, THE IRISH UNIONIST LEADER, AND THE GENERAL VOLUNTEER FORCE ON THE ROYAL

There took place on Saturday, September 27, the much-talked-of review, by Sir Edward Carson, of the Belfast regiments of the Ulster Volunteer Force, which held their first united parade on the Royal Ulster Agricultural Show Grounds at Belfast. The total strength of the volunteers at the time was well over 60,000; and active recruiting was going on to such an extent that it was argued that a body of 100,000 trained and drilled men would be in being within a few months. On the review ground on the occasion mentioned, there were nearly 12,000 men drawn up; and there were at least 25,000 spectators. The volunteers assembled in four regiments, each representing one of the Parliamentary Divisions of the city; and each of the 14 battalions had 800 men. The regimental commanders were: Colonel R. H. Wallace, C.B.; Major F. H. Crawford; Major Robert McCalmont, M.P.; and Captain the Hon. A. C. S. Chichester. Participating in the parade were members of the Belfast section of the signalling and dispatch-riders' corps. Cheers greeted the arrival of Lieutenant-General Sir George Richardson, the General Officer Commanding the Ulster Volunteers, and his staff, amongst whom was included Mr. F. E. Smith, M.P., acting as orderly officer. The party

OFFICER COMMANDING THE U.V.F.: THE BELFAST REGIMENTS OF THE ULSTER ANTI-HOME-RULE ULSTER AGRICULTURAL SHOW GROUNDS.

took up a position facing the saluting-place. A little later a bugle-call signalled the approach of Sir Edward Carson, and there was much cheering as the Irish Unionist leader came forward from the back of the grand stand. A minute or two afterwards the bugle again sounded, and the division began to advance, to come to attention close to the platform on which Sir Edward Carson stood with bared head. The volunteers then gave three cheers for the Union; the largest Union Jack in the world was broken; the band played "Rule Britannia," and then "God Save the King" was sung. In the course of his address, Sir Edward Carson said: "I need hardly say how proud I feel to see this splendid turn-out to-day, to see you with your officers and the distinguished General of the whole force coming forward here to-day as the natural corollary of the Government that we intend to set up if this Home Rule Bill is persisted in. . . . So long as you are behind us there can be no question of surrender." At the end of the speech the division marched past and Sir Edward Carson and the General Officer Commanding took the salute.

COUSINS OF THE EARTH: PLANETS—THEIR SURFACES.—No. I. SATURN.

DRAWN BY SCRIVEN BOLTON, F.R.A.S.



THE MOST WONDERFUL CREATION IN THE VISIBLE UNIVERSE: SATURN AND HIS RINGS OF FLYING MYRIADS OF SMALL PARTICLES—ATTENDED BY HIS EIGHT LARGEST SATELLITES.

Concerning his drawing, which shows Saturn and his rings in January 1911, Mr. Scriven Bolton writes: "This beautiful planet is composed of such light material that it would float like oak on water. Hence the conditions of existence are, as Sir Robert Ball has it, 'so unlike our own as to render conjecture hopeless.' To view our Earth at a distance, her land and seas would at once be recognised. On the other hand, no such tracts exist on that mighty Saturnian globe, nine times greater in diameter than our Earth. We discern simply a vaporous atmosphere, tormented by an intensely heated core forever hidden from mortal gaze. Cloud-

vapour is incessantly shot vertically into the upper atmospheric layers by internal convulsions, and the planet's swift axial rotation distends it into light and dark parallel bands, which encircle the globe, as depicted above. The rings are composed of nothing more than a flight of myriads of small particles round their primary, the inner ones revolving once in 5 hours 50 minutes, the outer ones in 10 hours. The globe, it will be noticed, is visible through the innermost ring, since the particles here are but sparsely scattered. Not improbably we are witnessing another satellite in process of formation."



"A STRANGE CRAFT"
AFTER THE ORIGINAL BY THE LATE TOM BROWNE R.I.

For Pipe Smokers!
Player's Navy Cut
Tobacco



For Cigarette Smokers!
Player's Navy Cut
Cigarettes



The Brand for all Smokers:
Player's Navy Cut
"Beautifully cool & sweet smoking."



"YARNS"
AFTER THE ORIGINAL BY THE LATE TOM BROWNE R.I.

Art Music.



ART NOTES.

ONE of the interests, and humiliations, of the Spanish Exhibition must be the opportunity it affords of reconsidering the value of Del Mazo. Here is a painter to whom nobody gives his heart, a painter liked so moderately that the liking sinks almost to indifference. I speak of the Del Mazo of the signatures—of the Del Mazo, for instance, who painted, and signed, the copy of Velasquez's portrait of Count Benaventi. This copy, lately discovered by Mr. Herbert Cook in Madrid, can, even on the evidence of photographs, be ranked as nothing more than a careful, dull, and necessarily inadequate translation of a work of genius. The Castle Howard "Mariana of Austria as a Nun," now hanging in the National Gallery among the pictures recently presented by Rosalind Countess of Carlisle, is another example of the undoubted Del Mazo. The humiliation lies in the doubts attaching to such pictures as the famous "Admiral" of the National Gallery and the Rokeby "Venus."

The sense of humiliation creeps to the heart of one's admirations. That "Admiral" took its place among the Master's beloved works when, years ago, one adventured, unlearned, among pictures. The label, no less than the fine looks of the great sailor, first brought the thing into one's view. Its ample touch and noble colour keep it there. But all the while the name of Del Mazo rings unpleasantly in the ears since Señor de Beruete y Moret, and other experts, have suggested that not Velasquez, but his assistant, did the work. The Spanish Exhibition may teach us many things, but if it proves that the dull-fingered Del Mazo painted the "Admiral" it will have proved what can only be called a disconcerting miracle.



IN "NEVER SAY DIE," AT THE APOLLO: MISS WINIFRED EMERY AS THE HON. MRS. STEVENSON.
Photograph by Foulsham and Banfield.



"NEVER SAY DIE," AT THE APOLLO: MR. CHARLES HAWTREY AS DIONYSIUS WOODBURY.
Photograph by Foulsham and Banfield.

When, twice a year, the British Museum Reading Room is closed, Bloomsbury is disconsolate. The brooms (or the cataloguers) are busy during four mortal days in March, and four in September; were they longer in possession there would be



THE VALET, THE BOY CHUM, AND THE MAN WHO NEVER SAYS DIE: MR. A. VANE-TEMPEST AS GRIGGS, MASTER REGINALD SHEFFIELD AS BUSTER, AND MR. CHARLES HAWTREY AS DIONYSIUS WOODBURY.
IN "NEVER SAY DIE," AT THE APOLLO THEATRE.
Photograph by Foulsham and Banfield.

riot at the door. Users of the Print Room are less numerous, less constant, and less considerable than the readers, and their banishment is longer. A notice issued not long since warned them that the Print Room would be closed early in September, and reopened "in 1914." This is to allow for the transference of the whole of the Prints and Drawings to the new wing of the Museum. Considering all that such an undertaking means, the rather indeterminate sentence of "in 1914" is the only possible one.

The Reading Room, at any rate, is open, and will be open until the four first days of March. Twenty-five years hence, perhaps, it will close for a longer period, in order that its hideous paint may be over-painted, and that the names of the great—the list, by the way, could be revised—may be rewritten under the dome, in less unlovely fashion, let it be hoped, than they are at present. There is a tale that reminds one, in speaking of closing days, that the Reading Room can be useful even on Sundays to the more ingenious ticket-holder. A man found himself one Saturday in possession of the five-pound note that was to take him on his holiday on Monday. He knew that if he had it in his pocket he would cash it, for the Saturday night city of theatres and restaurants, and the long Sunday of offertory and concert, loomed irresistible. He went to the Reading Room, chose his book—"The History of the Rape of Arundel"—put his note between pages 318-319, and returned the volume to its place. Then the Reading Room was closed, and the Museum gates locked against him; but on Monday morning he returned, opened the book at the right page, and—took out his money!—E. M.

& the Drama.



THE PLAYHOUSES.

"THE PEARL GIRL," AT THE SHAFTESBURY.

IF the Pearl Girl who gives its title to the Shaftesbury Theatre's new musical-comedy is something of a sham, like the jewels she advertises so boldly, she is bright and pretty enough, this typist who masquerades as an Argentine millionairess, to justify her amusing imposture, and she serves as the occasion for a setting which would do credit to the costliest gem. Rarely has even Mr. Courtneidge mounted a piece with such lavish expenditure and with such sumptuous picturesqueness. With costumes all shimmering and roped with what at least look like pearls,

scenes alternating between the Dukeries, the London home of polo, and a ball-room with the Tango in full swing, which are the last things in elaborate realism; crowds of girls and feudal retainers turned on at intervals to serve as background for episodes of sentiment or humour—it would be difficult for the veriest epicure in musical-comedy to dream of *décor* more splendid than that furnished for the Shaftesbury's latest entertainment. It may be admitted that the plot of Captain Basil Hood's contriving is just at present a little inchoate, and that comedians such as the laughably lugubrious Mr. Lester and the strenuously lively Mr. Lauri de Frece have still plenty of hard work in front of them before they can fill out their parts. At any rate, the contrasted drolleries of Mr. Lester and his fellow-humourist have already the makings of joyousness; the dances of Miss Cecily Courtneidge, Miss Sadrene Storri, and Mr. Harry Ray are a sheer delight; there are gaiety and charm about Miss Iris Hoey's Pearl

Girl; Mr. Welchman's singing Duke will please sentimentalists; and there is sufficient melody in Dr. Felix's and Mr. Talbot's score to set playgoers humming their tunes.

(Other Playhouse Notes elsewhere in the Number.)



IN "NEVER SAY DIE," AT THE APOLLO: MR. E. HOLMAN CLARK AS VIRGIL GALESBY, M.D.
Photograph by Foulsham and Banfield.

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WILLS AND BEQUESTS.

THE will (dated Jan. 30, 1913) of Mr. ANTHONY NICHOLAS BRADY, of Albany, New York, who died in London on July 22, is proved by his son, Nicholas Frederic Brady, the value of the property in England being £1,315,528, while the value of the whole estate is entered as exceeding 20,000,000 dollars. He gives his residence and effects in State Street and 60,000 dollars a year to his wife; 25,000 dollars each to the Albany

£1000; £1000 each to four grandchildren; £100 to the Vicar and wardens of St. Peter's Parish Church for reglazing or replacing the windows on the south side with a suitably tinted glass so as to break the power of the sun on the congregation; £50 each to the Church Missionary Society, the Church Pastoral Aid Society, the General Hospital, Queen's Hospital, the Institution for the Blind, and the Institution for the Deaf and Dumb; and one half of the residue to his sons, and one half to his daughters.

The will (dated Sept. 7, 1898) of Mr. JOHN GARDINER MUIR, of 2, Grosvenor Crescent, S.W., who died on Aug. 2, is proved by the widow, and Robert Bunten Muir, the value of the estate being £68,782 os. 10d. The testator gives £700, and during widowhood £1500 a year, and the use of Farming Woods Hall, or an additional £500 for the rent of another residence, to his wife; £5000 in trust for each of his children other than the child who may succeed to the residuary estate, and all other his property in trust for his son Matthew Henry Muir.

The will (dated Feb. 25, 1908) of DAME ELIZABETH ELLEN LEVER, of Thornton Manor, Thornton Hough, Chester, who died on July 24, is proved by Sir William Hesketh Lever, Bt., husband, William Hulme Lever, son, and John Hulme, brother, the value of the property being £18,459 ss. 6d. The testatrix leaves all her property to her husband for life, and then for her said son.

The will of MRS. ANNA MARIA ECROYD, of Credenhill Court, Hereford, who died on Aug. 13, is proved, and the value of the property sworn at £52,035. She gives £200 each to the Gordon Boys' Home and the Baptist Missionary Society; £250 each to the executors; £500 to Edward

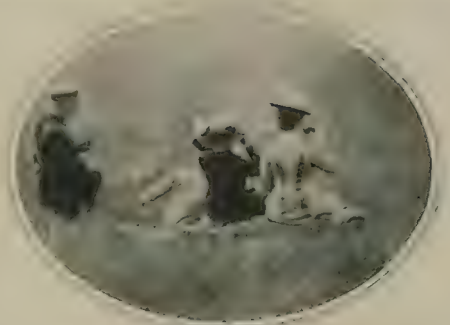


Photo. Illus. Bureau.

AN INFORMAL SPECTATOR OF THE ARMY EXERCISE: THE QUEEN (ON THE RIGHT) WATCHING THE "BATTLE" OF DAVENTRY.

During the mimic battle between the White and Brown armies near Daventry, the Queen and Princess Mary took up a position on Sharnham's Hill, where they had a good view of the operations. They were accompanied by Lady Adelaide Spencer and Colonel Davidson.

Ecroyd, jun.; £500 to Mrs. Alizon Slingsby; debenture stock to her nephew George Muir Foster; and the residue as to one half to her brother George Carey Foster, F.R.S., one fourth to her sister Mary Elizabeth Felkin, and one eighth each to her sisters Sarah Ann Foster and Catherine Foster.



"CONVINCED THAT GOOD STRIDES ARE BEING MADE IN THE PRACTICAL TRAINING OF ALL RANKS": THE KING (X), WITH THE QUEEN, IN THE FIELD DURING THE ARMY EXERCISE.

The King gave an appreciative address at the conference summoned by the Chief of the General Staff at the close of the Army Manoeuvres. "I have been greatly impressed," he said, "with the keenness displayed both in barracks and in the field."

Hospital, the Albany Hospital for Incurables, the Homeopathic Hospital and St. Peter's Hospital; 1000 dollars a year each to Mrs. C. B. Slosson, Mrs. A. L. Farr, and Mrs. F. L. Burton; and the residue as to one sixth each to his sons Nicholas Frederic and James Cox, one sixth each in trust for his daughters Margaret Ruth Brady Farrell, Mabel Brady Garvin, and Marcia Myers Brady Tucker, and one sixth to his granddaughter Marcia Ann Gavitt.

The will of Mr. JOHN HIDDLE MANLY, of The Oaklands, Harborne, Staffs, who died on July 11, is proved by his sons, the Rev. John Herbert Manly and Arthur Parry Manly, and William Banks Fortescue, the value of the property being £148,889. The testator gives £11,000 to his daughter Mary A. P. Manly; £10,000 each to his children John Herbert, Arthur Parry, Beatrice Farncombe, and Edith Mabel Whitmore; £300 to his wife, and while she resides at The Oaklands and remains his widow an annuity of



EARL SPENCER'S ROYAL GUESTS DURING THE ARMY EXERCISE: THE KING AND QUEEN IN A GROUP TAKEN AT ALTHORP PARK.

Their Majesties left Althorp Park on Friday evening, September 26, and went by special train to Balmoral. In the middle of the front row in the photograph (from left to right) are the Duke of Connaught, the Queen and the King. Earl Spencer is standing behind between their Majesties.

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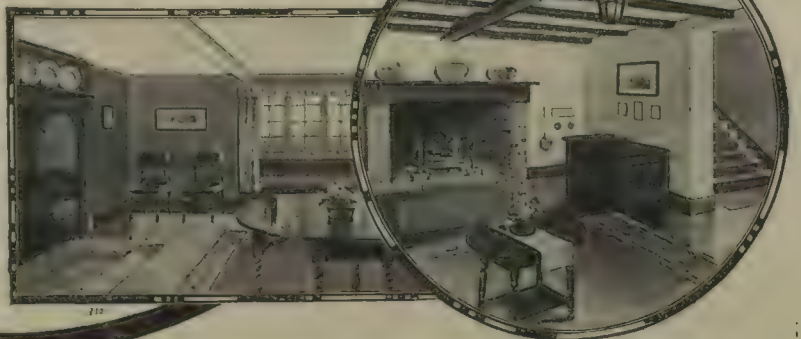
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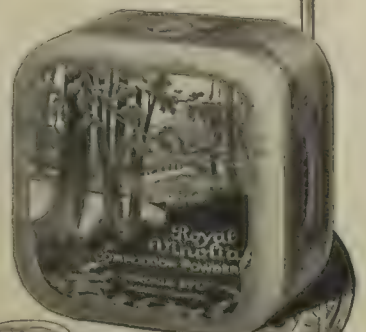
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LADIES' PAGE.

A LITTLE consideration must show that it was a mistake ever to assert that the wedding of two junior members of the Royal Family was to be conducted with the same ceremony as that of the present King and Queen. Their present Majesties were in the direct line of the succession at the time of their marriage, and only one remove from the throne. Prince Arthur of Connaught and his bride have no reasonable prospect of ever entering the direct line, for the whole family of the King come before the Princess Royal and her daughter in precedence. Yet it is a fact that Prince Arthur's bride was for a certain period a near heiress of the throne. This was during the interval between the death of the Duke of Clarence and the birth of the Prince of Wales. The Princess Royal, the bride's mother, in that period stood absolutely next to the present King in succession, and, of course, her then baby daughter, the bride of to day, came next in order of precedence. The prospect of another female reign is far removed since that by the birth of all the sons of King George; and undoubtedly the Princess Royal does not regret the disappearance of her chance of reigning, or that of her daughter either. As the little Princess Victoria is recorded to have observed while still a child: "It is great glory, but more responsibility," to be the reigning Sovereign.

There is actually an Act of Parliament setting forth that the rights and powers of a Queen Regnant are precisely the same as those of a King. This might appear to be a declaration of the rights of the Princesses who inherit the British throne, but in fact, the intention with which it was passed was the exact reverse. It really is one of the long series of laws designed to protect the liberties of the commonwealth against the absolute power of the Sovereign. The declaration was made at the special wish of Queen Mary Tudor, the daughter and successor of Henry VIII., in consequence of the appearance of a pamphlet addressed to her by name by a too-zealous subject. The writer solemnly argued that as Magna Charta and all other legal documents limiting the powers of the monarch had been written with the masculine style and title and pronoun, they need not be observed by a Queen Regnant. But as that Queen had not the least wish to tamper with the Constitution, and felt that it would be mischievous to allow the notion to be spread abroad that she even possessed the power to do so, she requested her Council to have the statement set forth that she inherited just all the rights of her kingly predecessors, and no more.

The Duchess of Fife is a great heiress, and the moderate trousseau that she has elected to have might, if she had so chosen, have rivalled that of her mother's aunt, the Duchess of Edinburgh, which was enormous: the boots and shoes and slippers alone of that Russian Princess filled one large room of her father the Tsar's palace, and



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all else was in proportion. But the tradition of the present day is against such unpractical over-stocking of the bride's wardrobe, in any station of life. One cannot wear more than one frock at a time—any more than it is possible to consume several dinners daily—and, as King Solomon bewailed, the rich man in the practical outcome gets no more good from his riches than "beholding it with his eyes." Now the last thing that we want to do in these days is to "behold with our eyes" a large stock of a past-and-gone season's frocks and hats in our wardrobes. It was different in the days when fashions changed slowly, and materials were valued in the first place for their lasting qualities and substantial weave. Modern mothers often add a few pieces of handsome embroidered or silken fabrics to their purchases, to be made up a little later on, but it is not the custom now to have an enormous number of gowns made up. In a more modest circle too, it is thought better not to make the trousseau too extensive, for, since marriage is, as a cynic has put it, undertaking to keep some other man's daughter, it is best for a young couple to face the rather difficult problem of the bride's dress at the outset, and not to let it be deferred till the marriage budget has crystallised on the apparent possibility of the wife's not needing a dress allowance.

Fashion's artifices are insidious, and we must beware of the side introduction of changes that we would not tolerate if presented to us full-fledged and outright. A covert attempt has been made to introduce the crinoline from time to time during recent years, and the attempt has each time been put down by the good sense of women, who declined to start on the dangerous road that they saw leading hoopwards. This autumn, there is a certain tendency to introduce a "flare" round the edge of the semi-long coats, or the tunic overskirts. Fitting very well over the hips, yet so loosely and smoothly there as almost to ignore all suspicion of a waist, the coat then curves gradually outwards, in a small bell-shape, and the edge all round is firmly stiffened with canvas interlining, so as to hold it quite away from the figure. The said edge is usually midway between waist and knee; and as the stiffened edge would be too abrupt a contrast with what we are used to if it projected straight out all round the figure, the garment is well cut away from the front, so that we get only the projecting edge visibly between the sloped front—that is, around the hips and back. Such a "flare" is, of course, a very different thing from crinoline, but it is extremely easy to see how the one can be turned into the other. In fact, one Parisian designer is already making three-decker skirts stiffened at the edge of each deep flounce in a manner similar to that above described, and the danger is that we shall in such a way gradually grow habituated to a bell-like outline. For the moment, the draped skirts are clinging as close as ever round the lower part of the figure, and the whole outline of really fashionably dressing women (but how few they are in reality!) is that of a peg-top, plus a head dressed usually in a close-sitting hat adorned with a long upright spike of feather, ribbon, or fur.—FLORENA.

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(Dr. Leslie Mackenzie, at the International Medical Congress, 1913.)

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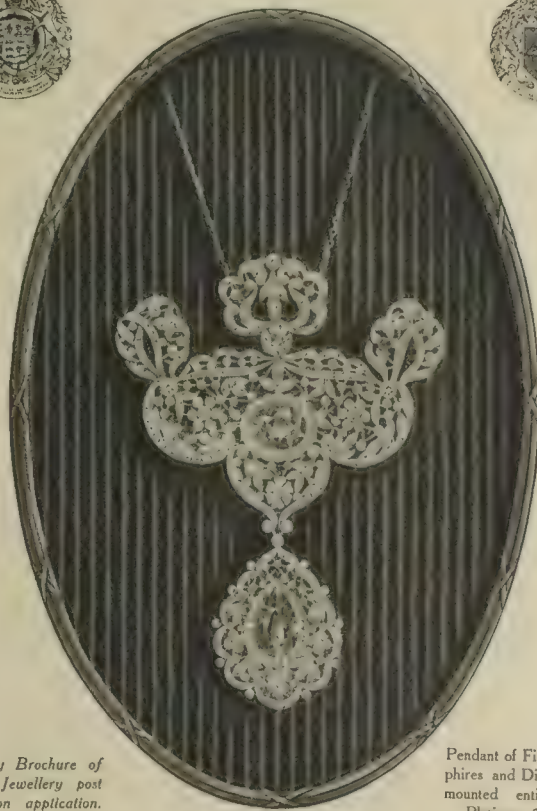
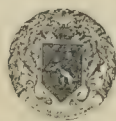
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MUSIC.

LAST week British composers were in evidence at the Promenade Concerts, and the concession to native talent appeared to have no untoward effects upon the attendance. Mr. Frank Bridge's suite, "The Sea," is not new to Queen's Hall audiences, and its return to the programme was welcomed heartily. Like most of the younger composers, Mr. Bridge has a fine command over the resources of the modern orchestra, and in conducting his suite he showed very clearly that he understands the ultimate possibility of his own work. It is pleasant to find modern music in which clear thought is so finely expressed. Mr. Arnold Bax presented a couple of "Sketches," and Sir Henry Wood conducted their performance. The works belong to a set of four, and are simple, effective, and interesting without being in any way startling, or even distinguished. Their appeal is not less than that of many a foreign work which finds its way to the concert-halls in London, but there is an ultra-modern intention about them that detracts from their value. Other British composers represented at Queen's Hall last week were Dr. Bantock, Dr. Walford Davies, Mr. Balfour Gardiner, and Mr. Percy Pitt, of whom the last-named has lately joined the Board of the Philharmonic Society, where his wide knowledge and fine taste will doubtless be of great service. The Society will open its 1913-14 season on Nov. 4, and will give seven concerts, the last being set down for March 31 next.

The Royal Choral Society, an institution with no greater fault than a seemingly imperishable devotion to

"The Messiah" and "Elijah," will resume its pleasant labours on Oct. 30 with a performance of the last-named oratorio. Following this we are to hear Dr. Saint-Saëns' "The Promised Land," Coleridge Taylor's "Fale of Old Japan"; "The Messiah," "The Dream of Gerontius," "The Redemption" (Gounod), "The Kingdom" (Elgar), and, yet again, "The Messiah." The list of soloists engaged is quite imposing.

At Bechstein Hall, the Classical Concert Society promises ten concerts between Oct. 15 and Dec. 17, half of them in the afternoon and half in the evening—an admirable arrangement. Wednesday is the day chosen for all the concerts, and thus, too, is wise for the railway companies issue special day-tickets from country places on Wednesdays, and there are many lovers of fine music who find that ordinary

Sir Edward Elgar is conducting his own symphonic poem, and Nikisch will look after the interests of Dr. Strauss. It is something in the nature of an anti-climax to follow "Falstaff" and "Talliefer" with "Elijah," but there is no help for it. The members of every choral society know the tiresome work by heart, and would probably complain



TYPICAL OF THE AMERICAN "GALLERY" WHICH DISTURBED EDWARD RAY: SPECTATORS AT THE HOME TEE DURING THE UNITED STATES OPEN CHAMPIONSHIP.

During the contest for the American Open Championship Edward Ray, one of the British competitors, was disturbed by the cheering that greeted points made by Mr. Ouimet. At the seventeenth hole Ray stopped in his swing and refused to play until the cheering ceased.



DURING THE FIGHT FOR THE AMERICAN OPEN GOLF CHAMPIONSHIP: EDWARD RAY PUTTING ON THE BROOKLINE COUNTRY CLUB COURSE.

So much interest is taken in golf nowadays that it is hardly necessary, perhaps, to recall that in the recent Open Championship of the United States the two British players, Edward Ray and Harry Vardon, after tying with the young American amateur, Mr. Francis Ouimet, were finally beaten by him when the tie was played off. At the presentation proceedings afterwards both the English professionals spoke in generous terms of the victor

fares and late hours in combination make frequent visits to concert-halls impossible. It is time to make the Wednesday afternoon concert rival the theatre matinee in popularity.

At the moment the Leeds Festival is attracting the attention of musicians throughout the country. Those who cannot be present are looking eagerly for the criticism of Sir Edward Elgar's new orchestral work, "Falstaff," and Dr. Strauss's new choral ballad, "Talliefer."

that they were being robbed of their just rights if deprived of the opportunity of singing it at a Festival. A large section of the public is devoted to "Elijah" because every note is familiar. In the best interests of choral music there should be a close season for "Elijah" and "The Messiah." The score of "Falstaff" is dedicated to Mr. Landon Ronald, who will give the work its first London performance at one of the New Symphony Orchestra's concerts.

Miss Maggie Teyte has found greater appreciation on the Continent than in London. Her gifts as a singer are recognised very fully by the Metropolis, but it has been left to Paris and Berlin to give her an opportunity of displaying her fine qualities as an actress. Her *Mélanide* delighted critical Paris, and she is now appearing as *Madame Butterfly* at the Royal Opera House in Berlin.

To-morrow afternoon (Sunday, Oct. 5) will see the opening of the ninth season of Sunday concerts at the Albert Hall under the direction of Mr. Hilton Carter. The New Symphony Orchestra, with Mr. Landon Ronald conducting, has been engaged, and the soloists at to-morrow's concert will be Mme. Kirkby Lunn and Harold Bauer. The Albert Hall Sunday Concerts are deservedly popular, and the list of soloists for the coming season is remarkable.

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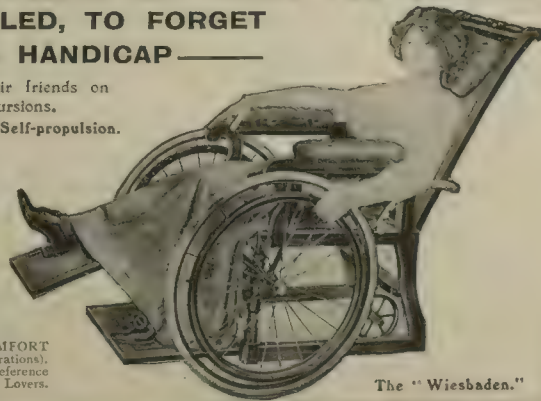
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PROBLEMS received with thanks from J. Watts, J. Nield, Karl Schrenker, and J. F. Robinson.

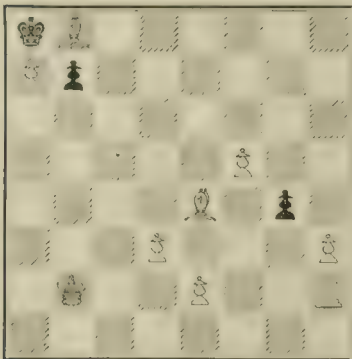
CORRECT SOLUTION OF PROBLEM No. 3612 received from C. A. M. (Penang); of No. 3614 from R. Tilmann (Vernon, B.C.) and A. B. Markwell (Cavalla, Macedonia); of No. 3615 from W. S. W. McLeay (Toronto), R. B. Cooke (Madison, Wis., U.S.A.), W. N. K. (New York), P. E. B. (Toronto), H. A. Seller (Denver, U.S.A.), F. G. Harrison (Boston, U.S.A.), J. M. Ames (Concord, U.S.A.), of No. 3616 from A. Singha (Calcutta), J. M. Ames (Concord, U.S.A.), I. Verrall (Rudwell), A. Kenworthy (Hastings), and F. R. Pickering (Forest Hill); of No. 3617 from W. C. D. Smith (Northampton), W. Endover (Bucks), F. Klein, A. L. Payne (Lazovsky), A. Kenworthy, F. Pataki (Budapest), F. Wells (Edlington), F. R. Pickering, Colonel Goldrey (Cheltenham), A. Perry (Dublin), M. E. Onslow (Scarborough), B. Inkeley (Norwich), Captain Challice (Great Yarmouth), P. Van Peer (Enschede), F. J. Overton (Sutton Coldfield), and T. Wetherall (Manchester).

CORRECT SOLUTIONS OF PROBLEM No. 3618 received from R. Worters (Canterbury), R. M. T. (Lee), H. Grasett (Babwin), H. F. Deacon (Fulwood), W. H. Taylor (Westcliff-on-Sea), G. R. D. Hogg, J. Cohn (Berlin), F. J. Overton, J. Green (Boulogne), Arthur Perry, F. R. Pickering, J. Smart, J. Wilcock (Shrewsbury), W. H. Silk (Birmingham), and J. Fowler.

SOLUTION OF PROBLEM No. 3617.—BY E. J. POLGLASE.

WHITE. BLACK.
1. B to Kt 2nd. ANY MOVE.
2. Mates accordingly.

PROBLEM No. 3620.—BY G. STILLINGFLET JOHNSON.
BLACK.



WHITE.

White to play, and mate in three moves.

CHESS IN ENGLAND.

Game played at Cheltenham in the Amateur Tournament of the British Chess Federation, between Messrs. H. HODGKINSON and W. A. CRAIG.

(Key Letters.)

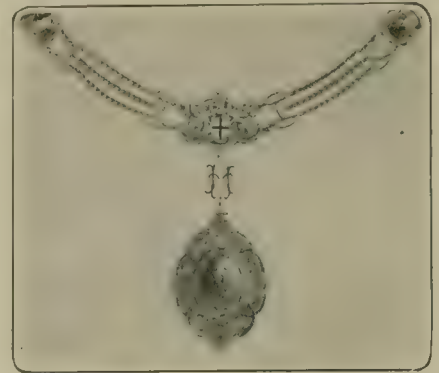
WHITE (Mr. H.)	BLACK (Rev. W. A. C.)	WHITE (Mr. H.)	BLACK (Rev. W. A. C.)
1. P to K 4th	P to K 4th	19. R to Q B sq	Q R to K B sq
2. Kt to K B 3rd	Kt to Q B 3rd	20. R to B 2nd	P to R 3rd
3. B to Kt 5th	P to Q R 3rd	21. B to K 3rd	
4. B to R 4th	Kt to B 3rd		B to B sq would be better; White, however, has a little scheme on, which, though ingenious, proves to be unsound.
5. Castles	B to K 2nd	22. Q to B sq	Kt to B 3rd
6. K to K sq	P to Q Kt 4th	23. B takes P	Kt takes K P
7. B to Kt 3rd	P to Q 3rd	24. B takes P (ch)	K takes B
8. P to Q 4th	B to Kt 5th	25. Q to Kt 5th (ch)	K to R sq
9. P to Q 5th		26. Q to R 6th (ch)	K to Kt sq
	White's troubles commence immediately with this move. P to B 3rd is probably the best continuation, but there is nothing wrong with P takes P, followed by Kt to Q 2nd.	27. Q to K 6th	P to Kt 6th
			A good reply, and the only way to extricate his Knight. Q takes Q is, of course, quite out of the question.
		28. P takes P	Kt to Kt 5th
		29. Q to Kt 6th (ch)	R to Kt 2nd
		30. Q to Q 3rd	Q to B 2nd
		31. R to K 4th	Q to R 4th
			The struggle has been an interesting one, but Black made the most of his opportunities and deservedly wins.
		32. R takes Kt	Q takes R
		33. K to R 2nd	R to R 2nd (ch)
		34. K to Kt sq	Q to R 4th
			White resigns.

Entries for the Winter Tournaments for all classes at the City of London Chess Club (in which numerous prizes will be given) will close on Saturday, Oct. 18. Gentlemen wishing to join the club and play in these tournaments should apply for full particulars to Mr. J. Walter Russell, Hon. Sec., 7, Grocers' Hall Court, E.C.

"THE RED MIRAGE."

THE Foreign Legion of Miss I. A. R. Wylie's novel, "The Red Mirage" (Mills and Boon) must be taken at its face value as an agreeable vehicle for transmitting thrills. The coincidences that transport all the actors in its drama from London to Algeria are enough to discredit any actuality; miracles, as Matthew Arnold has expressed it, do not happen. It is best to swallow the marvels and the Legion, the too-heroic hero, the melodramatic villain, and the golden-haired heroine at one gulp, and to settle down to digest their adventures—always assuming that literary dyspepsia has not enfeebled the constitution. Given a fresh palate and a juvenile appreciation, there is

no reason why "The Red Mirage" should not entertain. It is clean, it is packed as full of dramatic situations as an egg is full of meat, it is picturesquely arranged against an African background. It is, in fact, the legitimate successor of the old three-decker, and Miss Wylie's popularity



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Lieutenant-Colonel John Humphery, Alderman, is one of the two newly elected Sheriffs for the City of London, the other being Mr. F. G. Painter. The shields in the chain bear the arms of various companies and public bodies, and on the badge are the arms, crest, and motto of the Sheriff. The chain and badge were designed and made by the Goldsmiths and Silversmiths Company, of 112, Regent Street, W.

is a pleasant proof that there are still many simple, wholesome-minded people who continue to enjoy a romantic voyage to the islands of the blest.

In our issue of Sept. 20 we gave two photographs of the German air-ship, Zeppelin L 5, one showing her in collision with a tree at Hoeppingen and the other, proceeding on her way after temporary repairs. We understood from the photographer that this event occurred quite recently, soon after the great disaster to the Zeppelin L 1 off Heligoland. We have since received a courteous letter from a German engineer pointing out that the accident to the L 5 took place four years ago. He mentions that this vessel was the fifth Zeppelin built, and that now there are twenty.

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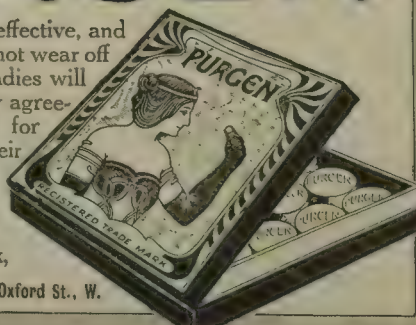
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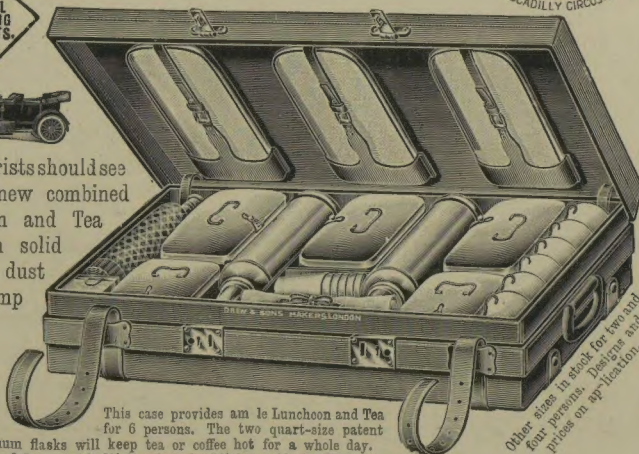


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No. 8.—When he stands for Parliament.

THE CHRONICLE OF THE CAR.

The Question of Lighting-up Time. Just now there is taking place quite a discussion upon the question of the proper time to light up, and it looks very much as though something in the nature of a real agitation for alteration in the existing law would result. For my own part, I sincerely trust that this may be the case, for there is no doubt at all that the law stands in urgent need of revision. As most people are aware, the law requires every vehicle, with certain exceptions during certain months of the year, to carry a light or lights during the hours between one hour after sunset and one hour before sunrise. In the summer, with its long twilight and clear skies, these hours do well enough, but in autumn and winter they most certainly do not err on the safe side. Indeed, I should say that during at least eight months of the twelve the unlighted vehicle is a serious menace within the time from half-an-hour after sunset to the corresponding period before sunrise. Of course, it will be difficult to

the past, and, therefore, why should it be inadequate now, particularly as it is one of those peremptory enactments which require people to do something? There really is a great difference between that and the law which is merely passive, as it were, and which says you may not perform certain actions. Everyone recognises such a law, and simply refrains from doing the forbidden thing; but when it comes to the enactment which says that you must, on pain of certain penalty, actually perform some act—well, everybody looks on it as a hardship and fights against it with might and main.

Whether the matter be difficult or not, there is no doubt but that we must have the change. It has to be kept in mind that the traffic aspect of the roads has entirely changed. Vehicles are much faster than when the law was made, even though they are more controllable, and the unlighted hand-cart, for example, which may have been little or no source of danger to slow traffic, is distinctly the reverse in relation to the fast motor vehicle. It will doubtless be argued in some quarters that the motorist

wants the law altered so that he may be able to drive as fast by night as by day, but that, I think, may be dismissed as being a quibble, or at the least an illusory argument. It is impossible in these cases to argue on a hypothesis. The fact is there, that unlighted vehicles become, very shortly after sunset, a danger to traffic, and, that being realised, it seems to me that the safety of the roads is of far greater moment than the opinions of the anti-motorist. That being so, then I think the case for an alteration in the law has been shown to be a good one, and I trust that the R.A.C. and the A.A. will jointly and severally take the requisite steps for securing the change.

The Woman Road-Hog.

I have been much interested in reading the correspondence which has been running in the motoring journals on the subject of the woman driver, and the question which has arisen as to whether or not the majority of women motorists are of the "road-hog" variety. The opinions expressed are as diverse as it



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is possible to imagine, and, so far as I am able to see, neither the "ayes" nor the "noes" have proved their case. I myself have been driving for a good many years now, and during my motoring experience I have met and known quite a number of women drivers, and my experience impels me to say that I certainly do not believe that the proportion of road-hogs among them is any higher than among the sterner sex. Indeed, most of the women drivers I have known have been cool, capable, and considerate; but this I will say, that when a woman does develop into a road-hog, then she is the whole animal. I have encountered one or two of them on the road; I confess that they have given me a far more uncomfortable time of it than I have had from the worst of the male type. I suppose it is because one has no particular confidence in their ability to get easily out of the consequences of their folly that one fears them more, though I must say that the few specimens I have met have certainly been admirable drivers, even though they were reckless and inconsiderate.

(Continued overleaf.)



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secure the necessary amendment in the law, because we are above all things a conservative people and creatures of precedent. The law as it stands worked well enough in

question which has arisen as to whether or not the majority of women motorists are of the "road-hog" variety. The opinions expressed are as diverse as it

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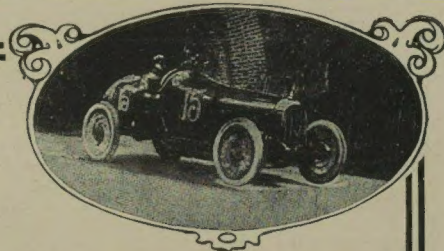
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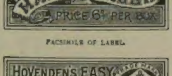
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ALL BRITISH: A 9.5-H.P. (R.A.C. RATING) FOUR-CYLINDER "STANDARD" LIGHT CAR WITH "VICTORIA" BODY.

This car, recently supplied to Mrs. Fowler, of Coventry, is a duplicate of one being built for an Indian rajah.

(Continued.)

At one time there was considerable discussion as to whether it was safe for women to drive cars at all. We have gone past that stage now, and many women drive, and drive well. Therefore, I think that the attempt which has been made to class them all as road-hogs is much to be deprecated, particularly as it is very far from possessing a solid basis of fact. Quite the reverse, indeed.

A Novel Departure.

I have before me some particulars of the new Cadillac car, which certainly marks a novel and interesting departure from hitherto accepted practice. This fine American car has made a reputation for itself, absolutely on its own intrinsic merits, and has attained a position in this country high up among the favourite cars of the day, so it may be taken as read that the innovation is one which has not been made in the dark. The departure to which I have referred takes the form of a double bevel-gear, which, in conjunction with the three-speed gear-box, gives no fewer than six changes of gear. This double bevel is not a new thing. Years ago it was the special feature of the Pilain, and I know of at least one British firm which adopted it as far back as 1905. It is in the method of operation that the Cadillac differs from those cars in which the system was adopted in years past. Moreover, so far as my memory carries me, the cars to which I have

referred had no change-speed gear, save the bevels. In this new Cadillac system, the change from one set of bevels to the other is made magnetically—all that the driver has to do is to press a button and the change is made, easily, silently, and certainly. Of course, it is not in any way designed to take the place of the gear-box, or to be used in substitution thereof. There are times, however—as, for example, in driving in traffic—when the gear that is right for open country is just a little too high for comfortable driving on "top," and it is this lower ratio that the Cadillac departure is designed to

be £195, instead of £185, as hitherto. This, of course, includes full equipment of hood, screen, lamps, and all et-ceteras, including spare detachable wheel and tyre. And excellent value, too, if my judgment goes for anything.

W. WHITTALL.

We have received the following letter from the Anglo-Russian Trust, Ltd., which will, no doubt, interest many of our readers—

The Editor, *Illustrated London News*.

SIR,—In your Russian Supplement of July 19 there appeared on page xvi. a statement in the article on "Imperial Russia: Her Power and Her Progress," by Mr. Sergei de Vesselsky, that "The foreign trade returns of Russia rose from £13,424,000 in 1900 to £171,200,000 in 1905, and by 1911 exceeded £250,000,000." The first part of this statement is misleading, and may have arisen through omitting a cipher after the first two figures. Upon inquiry at the Russian Board of Trade we find that the following are the official figures: "Russia's exports and imports for 1900 were 716.4 million roubles and 626.4 million roubles respectively, making a total for her foreign trade for that year of 1342.8 million roubles, equivalent to £142,095,238. These figures had increased in 1911 to 1591.4 and 1161.7 million roubles respectively, totalling 2753.1 million roubles, equivalent to £291,333,333." This increase, representing nearly 103 per cent. within the space of ten years, is sufficiently great to form a subject of gratification to all holding Russian investments.—I am, Sir, yours faithfully, GEORGE A. KEMP, Secretary.

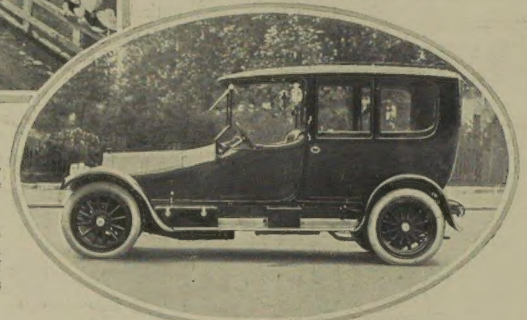


THIRD IN THE COUPE DE L'AUTO: MR. K. LEE GUINNESS ON THE 12-16-H.P. SUNBEAM IN THE RACE.

The distance (388 miles) was completed without a stop on Dunlop tyres. This photograph was taken from one of the bridges built across the roads for the convenience of passengers, and shows how the streets were barricaded.

give. I have not yet had an opportunity of making a practical test on the road, but from what I have seen and heard of its working, added to my knowledge of Cadillac practice, I have every faith in its being as good a thing as the manufacturers declare it to be.

A Standard Note. It may be remembered that some weeks ago I noted my experience of the little 9.5-h.p. Standard car, and spoke rather highly of its performance. The makers now inform me that they have made several detail improvements in the car, compelling them to raise the price, which will, in future,



WITH TWIN MICHELIN TYRES ON THE BACK WHEELS: A SUPERB 35-50-H.P. FIAT LIMOUSINE.

The car is fitted with C.A.V. electric lighting, and the interior is panelled in satinwood with silver-plated fittings. The body is also the work of the Fiat Company.

THE BACK WARNS YOU.

Any Stubborn Pain in the Small of the Back is good cause to suspect your Kidneys, for that is where the Kidneys are.

Do you suffer from shooting or continuous pains in the back?

Or from a heavy, tired feeling on rising in the morning?

Heavy, throbbing backaches, and sharp twinges when you stoop, bend or give your back a sudden twist, tell you of swollen, inflamed kidneys; kidneys sore, overworked and tired.

The kidneys have enough to do when you are in good health, to filter the blood free of uric poisons. Colds, fevers, overwork, or excesses of any sort, congest and overwork the kidneys. The kidneys weaken, and unless promptly relieved, what was at first a simple inflammation, will turn, in time, to uric

poisoning, gravel, dropsy, rheumatism, or Bright's disease.

A kidney and bladder medicine is needed to help the kidneys throw off this poisonous waste. That is what Doan's Backache Kidney Pills are for. They are solely for the kidneys and urinary system. They do one thing only, but they do that thing well. They regulate the kidneys and bladder, like ordinary medicines regulate the bowels. They are guaranteed to contain no poisonous ingredients or injurious drugs whatever, and they have no bad after-effects.

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